

THE AMERICAN NEPTUNE

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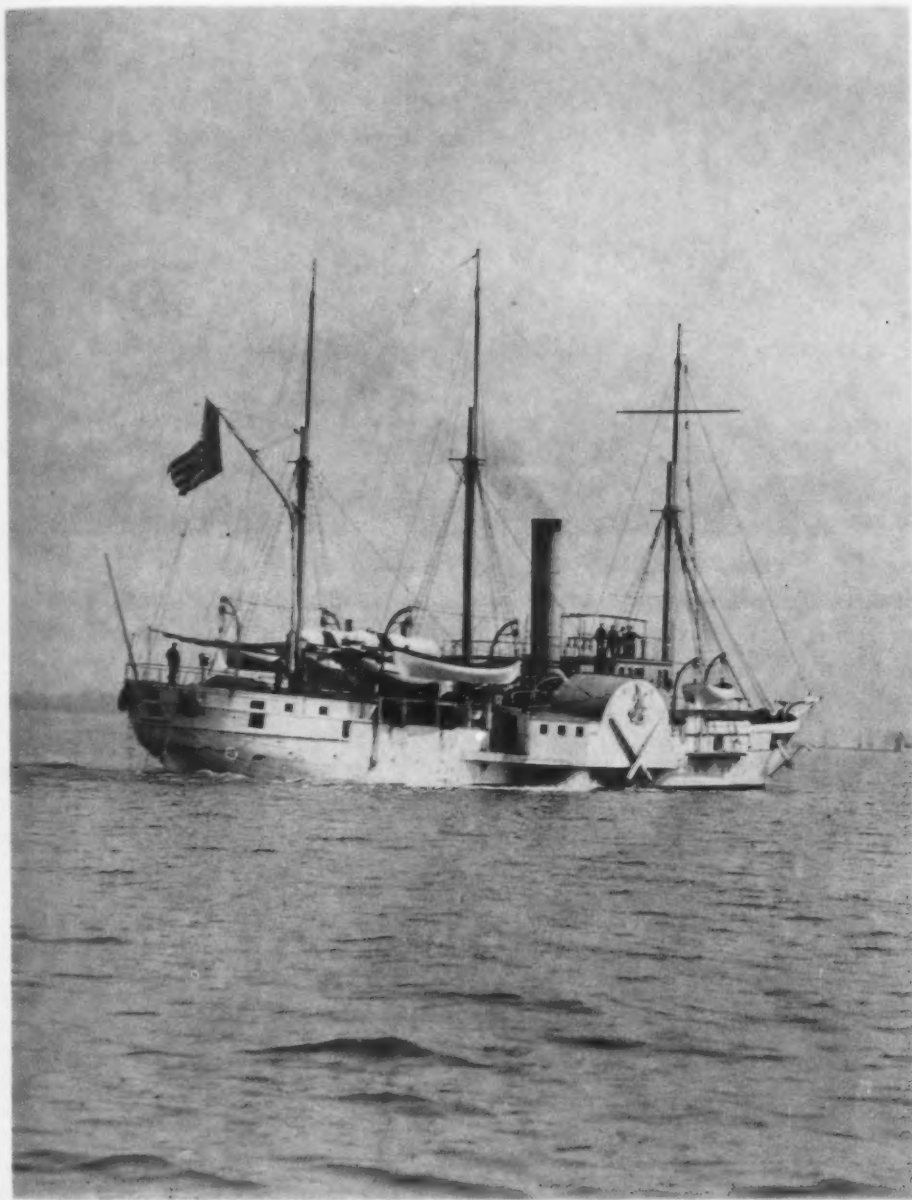
ONE hundred years ago this August the U.S.S. Michigan, the first iron ship of the United States Navy, was commissioned. Thanks to the soundness of her construction, 'the Iron Steamer,' as she is locally known, still exists at Erie, Pennsylvania, although in disreputable condition. In a military sense she has no history, for the relations of the United States and Canada have been such that, during seventy-nine years of service on the Great Lakes, the Michigan never had occasion to fire a gun in anger. Her uneventful career is a symbol of the amity and understanding between two friendly neighbors. Because of this, her centenary can best be commemorated by an account of her construction and of her technological significance as our first iron naval vessel, rather than by a repetitious summary of peaceful cruises, varying little from decade to decade.

In contrast to the Michigan, the frigate Constitution— still in commission although her keel was laid one hundred and fifty years ago this coming November—has had service enough for several ships. Through the kindness of Captain D. W. Knox, the Editors of the NEPTUNE are able to publish in the present issue two letters by Lieutenant W. C. Chaplin, U.S.N., recently given to the Naval Historical

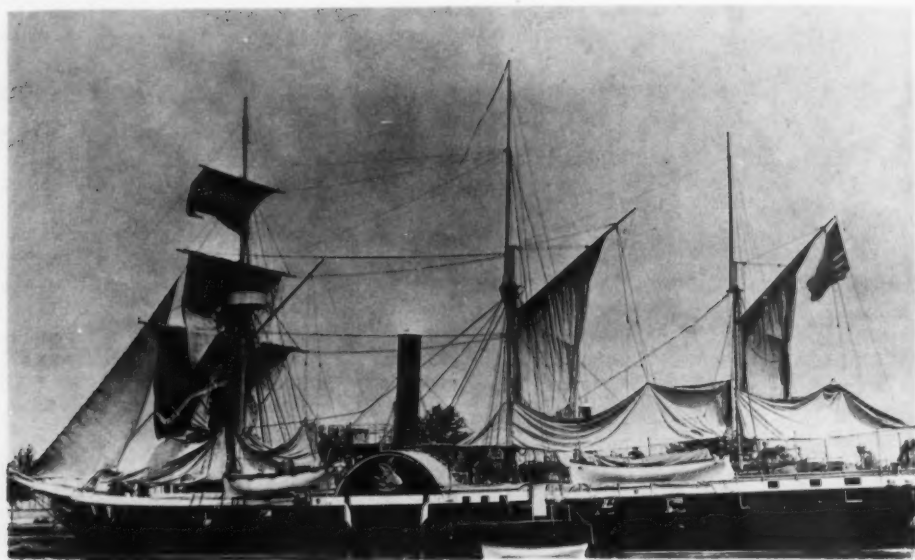
Foundation, which describe long forgotten activities of the Constitution off the coast of Borneo ninety-nine years ago. May the centenary of this visit be marked by the return of the United States Pacific Fleet to these waters!

From the rich naval resources of the W. L. Clements Library at the University of Michigan comes a memorandum by Admiral Sir George Bridges Rodney, written from Paris during the American Revolution, warning Lord Shelburne of the danger of a French invasion of England. The eighteenth century saw a plenty of threats and unsuccessful plans for invading the British Isles. The publication of new information concerning one of these is particularly appropriate upon the accomplishment—in the opposite direction—of the cross-channel invasion that was so often threatened but never achieved.

The friends of the late Lieutenant Alfred W. Paine, U.S.N.R., will be pleased to learn that his bookshop in New York City will be continued. Mrs. Paine has recently informed the Editors of THE AMERICAN NEPTUNE that she proposes to carry on the business, and will reopen the shop in the autumn.



U.S.S. *Wolverine*, ex-*Michigan*, leaving Erie harbor about 1910

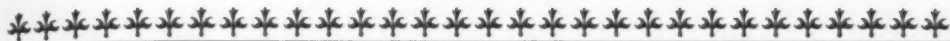


U.S.S. Michigan

Reproduced from a photograph [1870-1890?] in the Pitz Collection, Detroit Public Library



U.S.S. Wolverine, ex-Michigan, 1943



‘The Iron Steamer’

BY HERBERT R. SPENCER

THE United States side-wheel barkentine *Michigan* was authorized by Congress in 1841, designed and fabricated in 1842, launched at Erie, Pennsylvania, in 1843 and commissioned on 12 August 1844. This was the first iron-hulled ship of the United States Navy; with one minor exception she was the first iron warship in the world.

To build a warship of iron plates was revolutionary indeed. There were no rules of construction, no standard practice and little experience to be used as guide. The contract was placed in May 1842 with the firm of Stackhouse and Tomlinson, Pittsburgh, at the set price of thirteen and three-fourths cents a pound, launched.

There were other and lower bidders for this job and apparently pressure was brought upon the Board of Naval Commissioners through Congress by the disappointed contractors. A letter from A. P. Upshur, Secretary of the Navy, a dignified and firm rebuttal of this political pressure, is quoted in part as follows:

Navy Department, June 3, 1842

SIR: In compliance with the resolution of the House of Representatives of the 20th ultimo, I have the honor to enclose a letter from the Commissioners of the Navy, together with the several papers therein referred to. This report has been thus long delayed in consequence of the fact that the contract with Stackhouse and Tomlinson had not been returned to the Department.

In answer to so much of the resolution as requires me to inform the House whether "bids for the construction of said steamer and engine have been invited by advertisement in the public papers; and if not, to communicate to the House a copy of the instructions to the Board of Navy Commissioners not to advertise for such proposals; and if such instructions were verbal, then to communicate the time they were given," I have the honor to state, that bids were not invited by advertisement in the public papers, and that no written instructions were given to the Commissioners not to advertise. The course pursued was adopted upon consultation with the Commissioners, but at what precise time it was adopted I do not remember, nor am I aware of any fact which rendered it necessary that that date should be fixed in my mind, nor of any by which I can now ascertain it.

I determined to build this vessel of iron instead of wood, for two reasons. In the first place, I was desirous to aid, as far as I could, in developing and applying to a new use the immense resources of our country in that most valuable metal; and, in the second place, it appeared to me to be an object of great interest to ascertain the practicability and utility of building vessels, at least for harbor defense, of so cheap and indestructible a material. Experiments which had been already made, here and in Europe, although highly encouraging, were not perfectly satisfactory, nor had they been so numerous as to afford any certain rules or principles for conducting such work. With us the undertaking was altogether new, and we had no safe lights to guide us, furnished by the experience of others. It was perceived that a great deal depended on the experiment we were about to make. If successful, it would bring into much more extended use a metal abounding in all parts of our country, and forming the most important part of its mineral wealth; if unsuccessful, its failure would probably discourage, for many years to come, all other enterprises of like sort, and repress both the hopes and the energies of a large number of our people engaged and interested in that branch of industry. Hence an importance was attached to the undertaking, far beyond the mere value of the vessel itself. The first and principal object was to build it in the best possible manner, so as to afford a fair test of the applicability of iron to that use.

It was an 'undertaking altogether new' indeed, and the Secretary goes on to remind the Congress that he must be allowed to use his 'discretion' without hindrance, especially from Congressmen who represented unsuccessful bidders. He did not give the contract to the lowest bidder, a decision which had all the usual repercussions. 'As to that matter,' he said 'the discretion of the Department should have been left uncontrolled.'

Another decision made at his 'discretion' is interesting. In planning just where to build this ship, he said, 'In the exercise of that discretion it appeared to me that the seaboard country was out of the question.' Of course it was, for who would be so foolish as to build an iron ship in salt water? It must be built in fresh water!

Besides, in 1839, the iron steamer *Valley Forge* had been built at Pittsburgh for service upon the Ohio River. It was 160 feet long, and operated successfully for many years. This suggested that Pittsburgh had the required skill to build such a ship as the Naval Commissioners might design. There were in 1836 nine rolling mills and eighteen iron foundries in that city.

Since little knowledge then existed of the structural strength of iron members, it was natural to build this ship in close imitation of the wooden vessels of those days. The midship section is almost rectangular; the sides are sheer, the bottom flat with an insignificant keel projecting only four inches. However, the lean clean lines of the bow and the smooth

water-run aft are prophetic of the beauty of the clipper ships to be built ten and twenty years later.

The side plates of this ship are lap-straked (like shingles) and differ from modern construction in that they are not rectangular, but tapered; amidships the plates are from 24 to 30 inches in width, but at the bow the average width is 13 inches. Both at bow and amidships there are eleven strakes of sheet iron plates. The ends of each plate were butted upon a strap, and riveted.

There appears to have been no conception that the side plates could carry load. They were considered merely as the shingles of the ship. The weight is carried down to the solid foundation beneath by the ribs, which are doubled around the bilge. The bottom is almost flat, and upon it are five box keelsons extending full length, and in the engine room *seven* box keelsons. These are the foundation of the ship; all the weight rests upon them.

I-beams were unknown; these keelsons are made of two upright plates $\frac{5}{8}$ -inch thick and 16 inches high, riveted to the floor plates by 'L-Angle Iron, pattern No. 3, $4 \times 2\frac{1}{2} \times \frac{3}{8}$ inches.' The top plate was 12 inches wide, overhung to allow for the angle iron tie. Five of the keelsons are reinforced inside by short $\frac{1}{2}$ -inch round bars crossing diagonally from top to bottom riveted in place.

The entire ship is put together with two sizes of L-angles, two sizes of T-bars, three sizes of 'ribbands,' and flat plates. Only eight of the plates are 10 feet long, but the T-bars were rolled as long as 27 feet, and the L-angle iron $16\frac{1}{2}$ feet. The ribs are 'T-iron Pattern No. 1, $7 \times 4\frac{1}{2} \times \frac{3}{8}$ inches,' spaced 24 inches. The deck beams are the same. Forward, these beams stretch the full width of the ship, 27 feet, and are cambered 1 inch in order to shed water. This slight bend was accomplished by peening.

Upon the main deck beams the wood decking is laid, each plank bolted at each beam. The original deck was pine, $3\frac{1}{2} \times 8$ inches; the specified length of the planks was 'between 40 and 50 feet long, to average 45 feet.' The superstructure is built entirely of wood; this is made of 3-inch x 5-inch wood beams and into them is spiked the planking, afterward covered with canvas. The spikes are bronze, $\frac{3}{8}$ -inch square and 4 inches long, tapered on two sides to a $\frac{3}{8}$ -inch edge. They are not forged, but each is a separate casting.

The two largest plates are the stem, 7 inches x $1\frac{1}{2}$ inches x $20\frac{1}{2}$ feet, and the stern-post, 6 inches x $1\frac{1}{2}$ inches x $15\frac{1}{2}$ feet. Apparently in American construction of a hundred years ago there were absolutely no com-

mercial standards of size and weight of iron, as there were of canvas and of wood. The Navy established two 'patterns' of L-angle and two of T-bar, but they were for this job only.

The formed pieces were bent to shape by hand, hot. The Navy built and furnished to the contractor at Pittsburgh wooden 'moulds,' made of clear white pine. The plates were brought to heat and formed over these moulds by a gang of sledge-slinging blacksmiths. All assembly is by rivets, as this was long before the day of welding. 'Faggotting' was the only known welding. The rivets are round headed, and are partly countersunk on one side.

The keel is a formed trough 7 inches wide and 4 inches deep with 4-inch flanges to contain the rivets. This was made from a plate $\frac{5}{8}$ x 30 x 96 inches; it was necessary to have this width of plate in order to hold and to form the flanges; after forming, $4\frac{1}{2}$ inches were cut off the side edges. The strongest smiths could not bend this plate on a radius smaller than $\frac{1}{2}$ inch, and the outer flanges were allowed to turn outward on $1\frac{1}{2}$ -inch radius. In performing these operations the thickness of the plate on the curve was reduced from the original '10/16ths' to about '8/16ths.'

Across the keel are laid the floor stringers which, amidships, appear to be a channel $18\frac{1}{2}$ feet long, $5\frac{1}{2}$ inches deep at the center tapered to $4\frac{1}{2}$ inches at the ends, the whole cambered 2 inches. Upon these are the box keelsons as described above, which support the engines and the decks.

The heaviest piece of iron is the solid crankshaft which crosses between the port and the starboard paddle-wheels. It is 47 feet long and 12 inches in diameter. This huge weight is carried through the main bearings down to the box keelsons by an A-frame of heavy timbers. It is braced by a structure which at first glance appears to be a flying buttress — as if the naval architect had borrowed from the ecclesiastical!

This shaft is unique in that the cranks are built with drag links. In the throw of each crank, in bearings, is a 12-inch offset which counteracts the side twist of the paddle-wheels in heavy weather, and prevents springing of the shaft and breaking of the crank pin. The designers paid much attention to the possibility of such twisting action and as an additional precaution installed bar braces, in pairs, from the water line outward at forty-five degrees, one pair forward of and one pair abaft each paddle-wheel. This is shown clearly in the accompanying sketch. The unique feature of this brace (which is a pair of 3-inch round bars) is that it terminates in a *knuckle*. From the knuckle a single bar leads back at forty-five

degrees from vertical through a turnbuckle and is fastened to the bulwarks. The purpose of the knuckle is to accept the play of the turnbuckle. Thus the whole paddle box could be raised or lowered, possibly (as suggested to me by a high school boy) to get her over the Erie sand-bars!

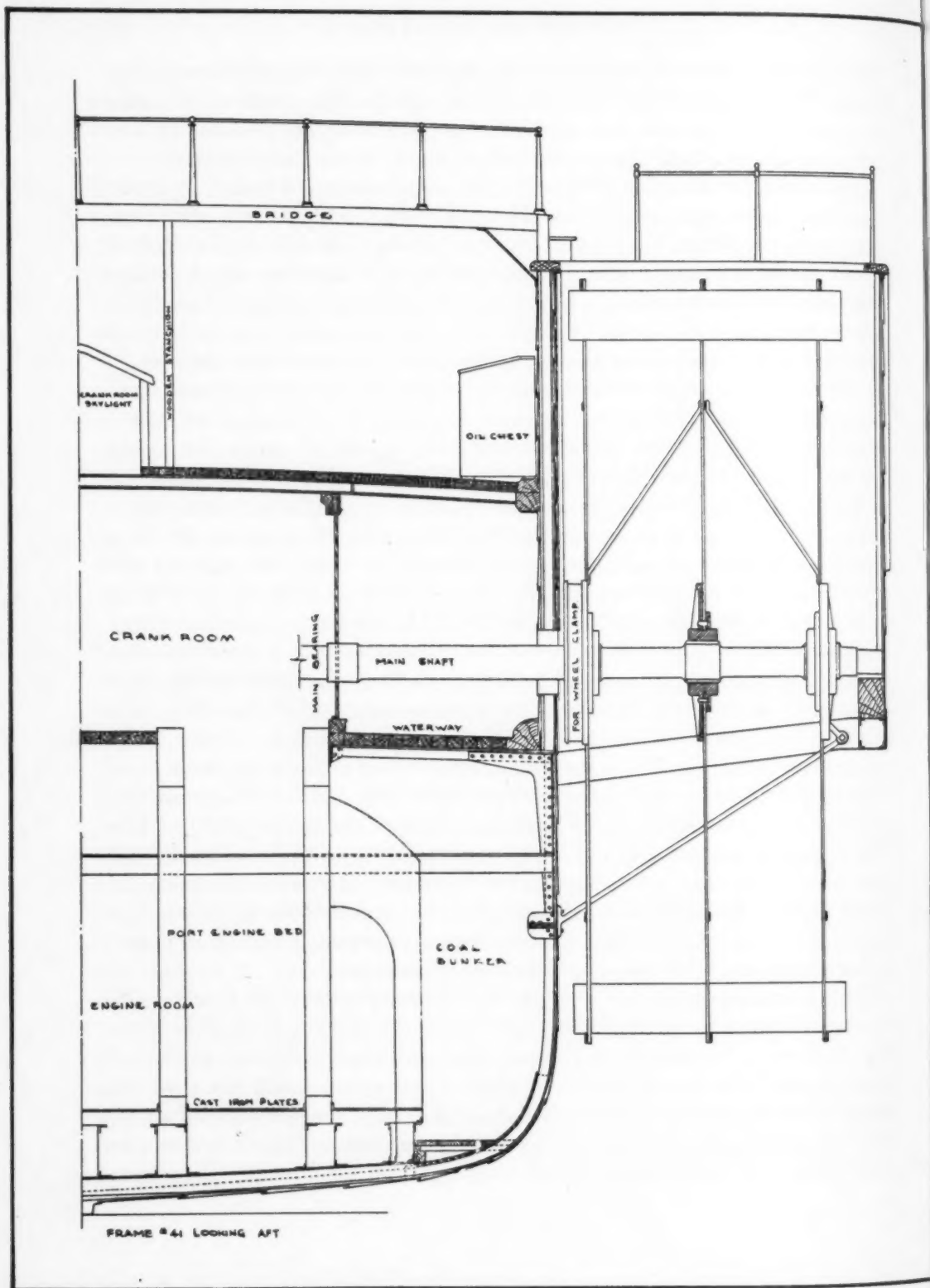
Each paddle-wheel is equipped with a hand-operated brake, as shown upon the accompanying section. However, their purpose was not to impede progress; often there were times, coming downhill in the Detroit River through a tangle of ore carriers, when the officer-on-watch wished that they were real brakes! Their function was to clamp the wheel tight, when changing from steam power to sail, so as to enable a sailor to enter the top hatch, climb down inside, and remove the two lower buckets.

'We blew the paddle boxes last night' was a common remark in the parlance of the ship. It did not mean an explosion, nor any damage whatever; in heavy weather, when the ship rolled, air would be caught and compressed inside the paddle box with enough force to blow off the hatch!

The metallurgical specifications are, let us say, crude but adequate — crude in the sense that decimal points are quite conspicuous by their absence; adequate in that the ship has already lived her first century and is still sound. The contract specifies 'the *Hull* of an Iron Steamer to be of *American Juniata iron* of the *best quality*.' (The underlining is in the original script.) The only hint as to quality is contained on a sheet attached to the original contract giving 'Schedule of Iron required for the Iron Steamer to be built at Lake Erie'; a footnote says 'All to be of the best quality American Iron, and that portion for "Rivets" to be of extra quality, similar to the kind used for chain cables.' Iron was iron in those days!

Statistics of 1840 show that there existed 804 blast furnaces in this country and in addition 795 'Bloomeries, Forges and Rolling Mills.' The year's production was 197,233 long tons, an average of five tons per week per furnace. Most of it was made with charcoal; anthracite was first used successfully at Catasauqua in 1840 and bituminous coal in 1842. Coke was tried experimentally in 1834, but was not run successfully until 1839 and did not become widely accepted for at least ten years.

There is an interesting story of the first Connellsville coke. It was made in 1843 and two barge loads were sent down the river to be sold in Pittsburgh. But no ironmaster in that city had any use for it; they preferred charcoal and would not touch the stuff. The owners could not take the barges back upstream, so they went on downstream stopping at every furnace and foundry trying vainly to find a purchaser. Day after day, city after city, without success. When they reached Cincinnati, they gave



U.S.S. Michigan (Section). Scale about $\frac{1}{4}'' = 1'$

up and sold their cargo to a foundryman who was willing to pay them a price equal to that of bituminous coal and no more. They returned in disgust to Connellsville and to the farming business.

But the foundryman used the coke and liked it so much that he jumped on his horse and rode all the way up the river to Connellsville to find this producer and to persuade him to make some more. Thus began the coke industry in that section.

The iron used in this ship is wrought iron, or charcoal iron. This was half a century before analyses of metals were used, so no mention is made of components in the specifications. An analysis made in 1944¹ of a section of the keel taken out right below the firebox is as follows:

1. *Chemical Analysis*

Carbon	.02
Manganese	.02
Phosphorus	.119
Sulphur	.016

2. *Physical and Metallographic Properties*

Gauge	.625"
Hardness — Rockwell B	53-59
Grain Size	2M _{3/1}
Inclusions	Many large stringers in both directions

The *Macrostructure* shows stringers of non-metallic inclusions in both directions. This laboratory examination shows the material to be wrought iron containing a large amount of phosphorous. It is probable that this element is the reason for such successful resistance to corrosion. The gauge of the sample is .625 inches; the original keel was made of plates $\frac{5}{8} \times 30 \times 96$ inches. Therefore the deterioration, after one hundred years' use, is zero.

This is 'The Iron Steamer,' a nickname which clung for the first fifty years of her life. As for steel, the Navy did not build a steel ship until 1883. Steel was manufactured in 1843, but it was classed as an extraordinary and expensive metal, to be used only for special purposes. The word is not used in the original contract for the hull, and in the contract for 'one pair of Steam Engines with the necessary shafts, paddle-wheels, and all the dependencies of every kind with Iron Boilers, coal bunkers, smoke chimneys and casings, all of the best materials and workmanship; said engines to be of the collective power of about one hundred and seventy horses' the word appears but once: 'Item 17th: for the steel work in a

¹ Courtesy of Mr. J. H. Crowe of Republic Steel Corporation.

forged state well prepared for finishing, thirty-three cents per pound.' Probably this was 'Blister Steel.' This is similar to crucible steel; it was made in a closed muffle or furnace by the cementation process, so-called because the furnace was cemented tight during the firing process. The resulting granular structure is now called cementite. By this process, bars of wrought iron were packed in layers of charcoal, layer after layer to the top, and the chamber closed tight. The furnace was lighted and in four days' time was at the required temperature, as measured accurately by the experienced eye of the Melter; this was maintained for a period varying between seven and eleven days, depending upon the kind of steel to be made, whether spring steel, shear steel, cutler's steel, or file steel. Six more days were required to cool.

The steel used in certain parts of the engine has not been analyzed, but is believed to be approximately as follows:²

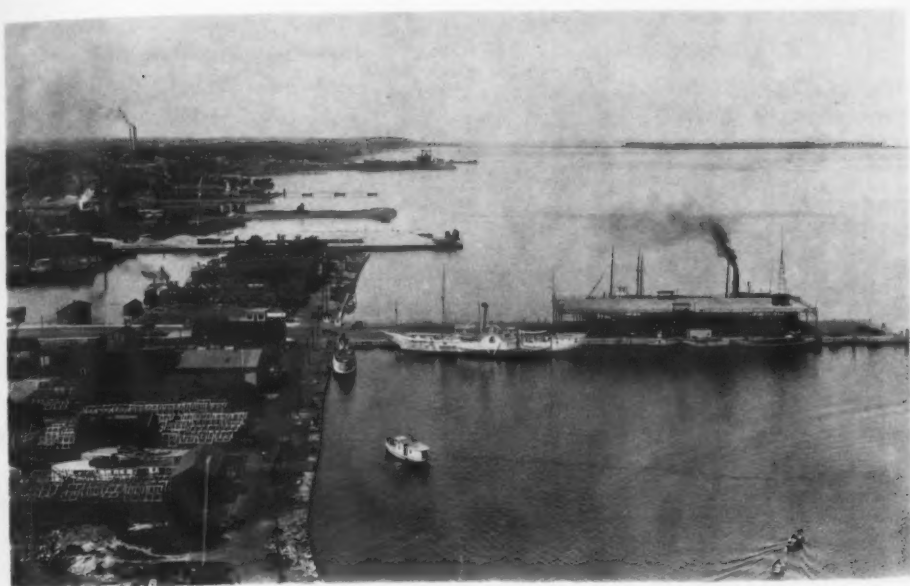
Iron	93.80
Carbon	1.43
Sulphur	1.00
Phosphorus	—
Silicon	.52
Arsenic	.93
Antimony	.12
Nitrogen	.18
Manganium	1.92
Tin	Trace

Iron castings were made by four different methods: if made in 'loam moulds' the price was seven cents per pound; if made in dry sand moulds, six cents per pound; if made in green sand moulds, four cents per pound. But the grate bars were 'cast in green sand and close flasks,' which cost only three and three-fourths cents a pound. These prices compare with brass castings at thirty-five cents per pound.

Her builders had few tools but great skill. This ship is an example of perfect craftsmanship.

The original two coal-fired boilers were made of iron, but the 810 tubes in each were made of cast brass. They were tested to twenty pounds pressure. Should anyone raise the point of electrolysis, we would point out that they lasted twenty years, until 1862. There is a story, however, that on the last trip with these a resourceful chief engineer had to dump several bags of cement into the boilers to hold them together until home port was reached. But he got her there!

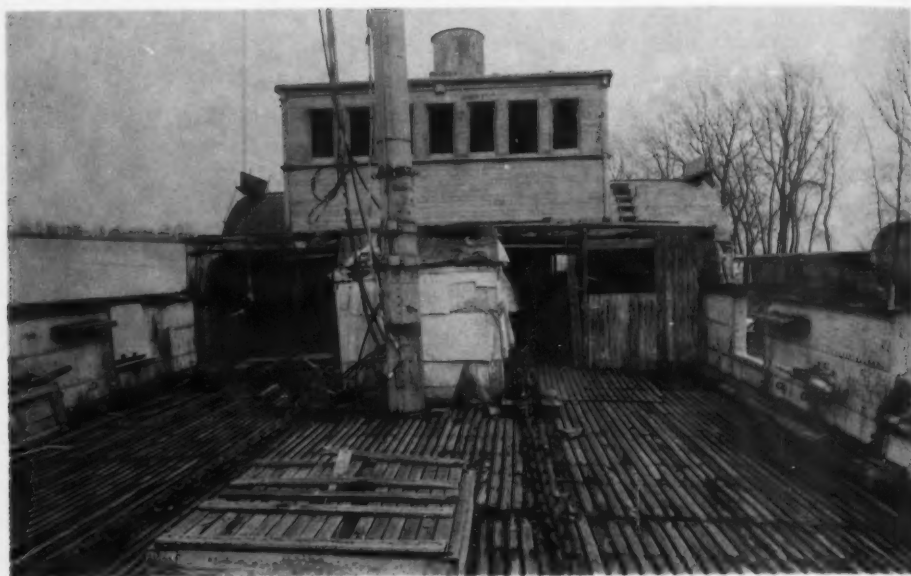
² Overman, *Manufacture of Iron*, 1849.



U.S.S. Wolverine, ex-Michigan, about 1920



U.S.S. Wolverine, ex-Michigan, 1941



U.S.S. *Wolverine*, ex-*Michigan*, 1943

The engine of this ship has been described elsewhere and often.³ Suffice it to say that it is a two-cylinder, inclined, low pressure, direct acting, simple, condensing steam engine. The bore is 36 inches, the stroke is 96 inches. Operating pressure was nineteen pounds. New and novel is the use of 'Sickel's Patent Cut-Off Valves,' the first poppet valve for steam. Mr. Sickels, a penniless inventor, sold it to the Navy with a guarantee that it would reduce fuel consumption by twenty-five per cent, and proved his figures by a test run on a single cylinder steamship on Chesapeake Bay. The engine on which the test was held had a 50-inch bore and an 84-inch stroke, and using the ordinary 'Throttle Cut-Off' five cords of wood lasted four hours and nine minutes; but, using 'Sickel's Patent Cut-Off Valve,' five cords of wood lasted seven hours and fifteen minutes. This amounts to a saving of forty-three per cent, and the inventor felt conservative in guaranteeing twenty-five per cent. As a further advertisement for this mechanism we mention that it has lasted one century, so far.

One hundred years later, this very type of valve is again coming into current use, made necessary by extremely high pressure and temperatures of today's steam engines and turbines.

The purpose of the valve was to control the admission of steam to the cylinder. Apparently the idea of reversing, of driving the ship backwards, was an afterthought. Ships under sail never went backwards. Reversing engines had been used for at least fifteen years, but this was the first big engine for which Mr. Sickels had designed his patent valve, and the problem of reversing it was solved secondarily. An arrangement was hooked up by which the valve could be pried open with a ten-foot iron lever to admit steam at the wrong end and so force the cylinder backward. At the exact instant when it reached its limit of travel, a second engineer with another ten-foot lever would lift the valve on the other cylinder and the paddles would continue in reverse; but if he missed his turn by a fraction of a second, the engine stopped. Furthermore, to lift the valve required a strong man indeed, and even the strongest engineer could not do it more than five or six turns. Therefore in docking, the navigating officer had to compute the mean of headway, leeway, wind, current, sea and the ambition of the engineer on watch!

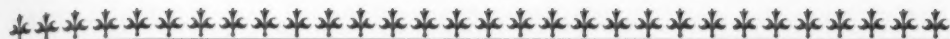
Today, much of the woodwork is rotted, although the large wooden beams upon which the engine rests are as sound as ever. The bilge is filled with rain water which has seeped through the decks. The hull itself, however, is absolutely sound and whole, with no sign of deterioration. If

³ For example: Stuart, *Naval and Mail Steamers of the United States*.

pumped, she would float and be free from serious leak. A few steel supports which were inserted in 1897 and in 1914 are completely rusted away, but the original hull still lives.⁴ A section of the keel from under the firebox was sawed out and inspected, and showed no deterioration whatever.

On 12 August 1923, her seventy-ninth birthday, 'with a bang and a cloud of steam' the 24-foot connecting rod of the port cylinder snapped off three feet from the crank end (due to crystallization), and the piston went down through the bottom head and stopped only six inches from the skin of the ship. The ship limped home to Erie, six hundred miles, using the starboard cylinder only. The Navy has refused any allowance for repairs, even for welding the rod, and the ship still lies in the harbor of Erie, abandoned.

⁴ The 'iron steamer's' name was changed to *Wolverine* on 17 June 1905 to allow the name *Michigan* to be given to one of the battleships (BB 27) authorized in 1905. The *Wolverine*, ex-*Michigan*, outlived her namesake by two decades, as the battleship *Michigan* was demilitarized in 1923 in accordance with the Washington Treaty limiting naval armaments, and shortly after was broken up and scrapped. Now the 'iron steamer' is technically nameless, as the Navy last year gave the name *Wolverine* to the Lake steamer *Seeandbee* when it was converted for use as a training ship for carrier pilots.



Admiral Rodney Warns of Invasion, 1776-1777

BY WILLIAM B. WILLCOX

IN the dark days of 1940-1941, the position of Great Britain evoked comparison with the days of Nelson and of Drake. A sounder comparison might have been with the days of Matthews or Byng or Palliser, the beginnings of Britain's eighteenth-century wars, when the government had been lulled by years of peace into allowing the navy to become unready for its work. That century was marked in consequence by periodic threats of invasion from France. One of them, which has received scant attention, was during the first phase of the American Revolution. The danger was less than that in 1940, but the two have some interesting points of resemblance.

Emphasis is usually placed on the difficulties of the British navy after 1778, when France entered the war. Great Britain's situation then, however, was in great part the result of her naval dispositions made during the three previous years. These dispositions deserve closer scrutiny. The policy of Lord North's ministry, like that of Chamberlain's, had produced a weakness in the home fleet before the European war began. This weakness was in part a general lack of preparation, in part a lack of light units. Just as the fleet by 1940 was short of destroyers, so by 1778 it was short of frigates.

The ships of the line in British ports in 1776 were guardships, or vessels with only three-fifths of their wartime crews. As more and more frigates and smaller ships were drawn away to America for reconnaissance, supply, etc., their work in home waters was taken over perforce by the guardships. The crews of the latter were brought to full complement in November of 1776. In the next year they were assigned to Channel service, which meant cruising in waters from the west of Ireland to Spain, and conveying into the Mediterranean. Ships of the line were an extravagance for such service, but had to be used because of the desperate shortage of frigates.¹

¹ This shortage continued. In March of 1778, when the French war began, 'our deficiency of

The most dangerous period was in 1776-1777, after the frigates had been drawn off and before the guardships had been converted into a fleet. The menace from France was patent. The French government had assured the British ambassador, in October of 1775, that it would not furnish supplies of war to the revolting colonists, but by the following June had begun to do so through the bogus company of Beaumarchais. This assistance was becoming obvious by the spring of 1777, and Anglo-French relations were nearing a break. If war came, it was likely to be signalized by a French invasion of Great Britain. For this the British navy was wholly unprepared. Its unpreparedness evoked a protest from one of its ablest admirals, and his words indicate the depths to which British power had sunk.

Sir George Rodney was living at this time in Paris, in exile from his creditors. He was in decreasing favor at the Admiralty; his pay was held up, and his bitterness was mounting. So also was his alarm at the situation of the home fleet, about which he was well informed. He did not express his uneasiness to Lord Sandwich, the first lord of the Admiralty, no doubt because of the strained relations between them. Instead he expressed it to Lord Shelburne, who had no connection with government. The reason may be that he hoped for a change of ministry, whereby Shelburne would come into the cabinet and perhaps to the Admiralty.²

Rodney's memorandum is preserved among the Shelburne Papers, in the W. L. Clements Library of the University of Michigan.³ It is undated, but internal evidence suggests a bracket of time within which it may be placed. A reference to ammunition supplied by France to the Americans could not well have been written before the summer of 1776, since the first government credits to Beaumarchais were in June of that year. References to twenty unmanned guardships suggest a date not later than the spring of 1777: with due allowance for the time taken by news to reach Paris, Rodney could not have spoken of guardships after that unless he

frigates is an irretrievable misfortune.' (G. R. Barnes and J. H. Owen, eds., *The Sandwich Papers* [publications of the Navy Records Society], II [LXXI, London, 1933], 21; see also I [LXIX, London, 1932], 201-202.) There were 45 commissioned ships of the line in home waters in 1778, out of a total of 53, but only 12 frigates out of a total of 73. Isaac Schomberg, *Naval Chronology; or, an Historical Summary of Naval and Maritime Events, from the Time of the Romans, to the Treaty of 1802* (5 vols., London, 1802), IV, 54-55, 62.

² The only evidence for the assumption is later; about this period Rodney's biographer is uncommunicative. On 1 April 1778, Rodney wrote from Paris that 'we hear of a change in administration. I hope it is true, and that I may have a chance of being employed, should the Duke of Grafton or Lord Shelburne be at the Admiralty.' (Godfrey B. Mundy, *The Life and Correspondence of the Late Admiral Lord Rodney* [2 vols., London, 1830], I, 178.) The possibility may have occurred to him earlier; if so, it would have been sensible to put out an anchor to windward.

³ CXLVI, no. 83, a nine-page unsigned manuscript in Rodney's hand, and endorsed, 'Admiral Rodney's Observations.' I have modernized the spelling, and altered the punctuation when required for clarity.

was far worse informed than his other observations indicate.⁴ Hence the document may be assigned with some confidence to a date between June of 1776 and the following spring.

OBSERVATIONS BY AN OFFICER ON THE ARMAMENT MAKING AT BREST, AT THIS
CRITICAL TIME WHEN GREAT BRITAIN IS ENGAGED IN WAR WITH HER
COLONIES, AND ALMOST ALL HER FRIGATES OF WAR AND TWENTY
THOUSAND OF HER SEAMEN EMPLOYED IN AMERICA.

I believe it is well understood by every person the least conversant in public affairs that the French in general will never sincerely forgive England's taking their ships before the declaration of the last war,⁵ and that there is not a Frenchman who does not wish for an opportunity of revenging that insult; that notwithstanding the French k[ing's] having given orders that none of his subjects should supply the Americans with ammunition, it is notorious that all his ports have been open to them, and ammunition of all sorts, even from Brest, have been clandestinely put on board them. Can there then be doubt but the present equipment at Brest has a most hostile appearance, and in all probability, should H[is] M[ajesty's] arms prove unsuccessful in America, they will be employed on their favourite scheme of invading Great Britain? The time seems to coincide with their inclination, and bids fairer for success than any other of their prior armaments for that purpose.

All the frigates of the British fleet are on the other side the Atlantic, the guardships not manned, in all Great Britain not more than []⁶ thousand men — while the French have more than 30,000 troops within three days' march of that part of their coast most contiguous to England; and in my opinion they have, from Havre de Grace to Dunkirk, a sufficient number of large fishing boats and vessels to transport half that number with their common ammunition and field pieces at a few days' notice, provided they take the opportunity of a northwest wind when they lay on their embargo [lie on their embarkation] or their troops move from their quarters. Should such a wind continue for a few days, every vessel in their harbours might be employed, and the troops be embarked before it could be known; and when it ceased to blow, England might be at once alarmed with a French army landing even in the River Thames, as was nearly the case in the year 1744, when Marshal Saxe embarked his troops at Dunkirk, and was only prevented from putting his design in execution by a violent storm, which drove many of his transports on shore, and obliged the remainder to put into Dunkirk.⁷ At that very time England

⁴ The cabinet decided in June 1776, to increase the number of guardships to twenty-four, because of the French armament at Brest. (*Sandwich Papers*, I, 213.) This small increase may not have taken place, or Rodney may not have heard of it. But the manning of the ships in November, and their assignment to Channel service in 1777, could scarcely have escaped him.

⁵ Two French ships of the line were captured by Boscawen's squadron in June 1755, and three hundred trading vessels captured off the French coast before the year was out. War was not declared until 1756.

⁶ Blank in manuscript.

⁷ This is inaccurate. The projected invasion, timed to coincide with a Jacobite rising, was abandoned when it became clear that substantial Jacobite support would not be forthcoming. The storm was the excuse for abandonment.

had more than thirty ships of the line fully manned and fit for service, exclusive of the great fleets she had in the Mediterranean and the West Indies; the Brest squadron, notwithstanding, made their passage good as high up the Channel as Dungeness.⁸ How high may they not come now, when we have only twenty guardships, and they not manned? Should the French fleet be first manned and sail from Brest with the wind at southeast, they would have the advantage of being upon the weather shore, when at the same time the wind at southeast or south would keep the English fleet in their ports, as that wind, if it blew fresh, would prevent their putting to sea to intercept the enemy. And were they in the harbour of Portsmouth or Hamoaze,⁹ they could not possibly get out, into either the Road of Spithead or Plymouth Sound. *N.B.* The same wind likewise prevents the ships of war from sailing from Chatham or the River Thames.

The officer who presumes to make these observations had the honour of being employed two years (in the late war) as commander in chief in the British Channel, and had frequent opportunity of making his remarks with what ease a body of troops might be landed even in sight of your principal port, if the English fleet was not manned before the French. Nay, the Brest squadron, with troops on board, might bid fair to destroy that great arsenal, as 'tis well known that the ships of war are never prepared or ready for action till their arrival at Spithead, and not always when even there.¹⁰ I know not what order the garrison of Portsmouth may now be in, but in the late war and when I commanded before Havre, I agreed in opinion with Lord Tyrawley,¹¹ in the presence of H[is] M[ajesty] when P[rin]ce of W[ale]s, that should a French squadron suddenly appear at St. Helens,¹² they would be in Portsmouth harbour before a gun could be ready at Portsmouth to fire at them. I hope 'tis not so now.

In the year 1759, when the French threatened to invade England, Scotland and Ireland at the same time, I had the honour to be employed in the blockade of Havre de Grace, on the heights of which for four months were encamped a considerable army, with vessels sufficient to transport them to Bourne Bay in Sussex, the place said to be their destination. My services on this important station were amply recompensed by the approbation of the king, his ministers, and particularly by Mr. Pitt. But when the danger of all invasion was over, it was thought proper to continue me two years longer with a squadron on that coast,¹³ in which time I had frequent opportunity of observing that an inveterate enemy, taking all advantages, might make a desperate attack on the English coast when least suspected, as the troops might be embarked both at Rouen¹⁴ and Havre, and in one long night be on

⁸ In other words, to almost the narrowest point of the Channel. Dungeness is between Hastings and Folkestone.

⁹ A synonym for Plymouth, which at this period was a subsidiary base.

¹⁰ An obscure passage. I am inclined to think that Rodney is referring throughout to Portsmouth, which was 'your principal port' in the sense of being the principal naval base, and was of course a great arsenal. In this case the ships arriving at Spithead were outward bound, which is the only sensible interpretation.

¹¹ A general and diplomat, Governor of Minorca, 1752-1756, and of Gibraltar, 1756-1757.

¹² Between Spithead Road and Portsmouth.

¹³ Rodney bombarded Le Havre in July, 1759, and destroyed the stores and flatboats gathered for the invasion. He remained in command of the Channel squadron until he left for the West Indies in 1761.

¹⁴ *Rouen*.

the English coasts, as I frequently experienced by my going from Spithead to the mouth of the Seine from four o'clock in the afternoon from Spithead and before eight in the next morning in the Road of Havre.

As an English admiral and as one who most sincerely regards his king and country, I cannot but be uneasy when the French are arming, till I hear the English fleet is likewise ready and properly dispersed so as to intercept them or prevent their designs, which according to my idea can be only by manning all the guardships with the utmost dispatch, commissioning others, and rendezvousing a considerable squadron at Spithead, as likewise a squadron of some line of battle ships and frigates in the Downs,¹⁵ which of all stations is the most important for preventing any sudden attack, as in a few hours that squadron may be off Dunkirk; or in case the Brest squadron should steal up the Channel, may retire to the Nore¹⁶ in order to guard the mouth of the rivers Medway and Thames.

But in case it may be thought improper to arm, in the manner proposed, in order to prevent giving jealousy¹⁷ to the French court, why should the ships called guardships lay in port? Can the ships at Chatham be called guardships, can they be supposed to guard the rivers Medway and Thames, while they remain so high up in the river and without their cannon, whereas by being stationed at the Nore they protect both rivers, [and] are ready in case of emergency, by a press, to man other ships, which they cannot possibly do at Chatham? But of all stations that of the Downs is most proper for a guardship, as the whole commerce of the west and south are obliged to pass through that road; and a guardship station there would be always ready to watch the motions on the neighbouring coast, and by impressing seamen by the means of manning frigates in the river. . . .¹⁸ But I am firmly of opinion that the fleet of Britain would be much sooner manned if instead of twenty guardships in time, there were only ten, and a number of frigates employed on the coasts instead of the other ten lines of battle ships. The said frigates on any emergency, if properly disposed, would quickly man a very respectable fleet, as was plainly perceived when in the 1756 [War?] sixty sail were well manned in four months, and entirely by the frigates being properly stationed by that great officer, Lord Anson.¹⁹

Whereas the guardships, as they have of late been disposed of in making sham cruises, disgusting the officers and seamen, and obliging them to constant fatiguing evolutions, as if they had not been accustomed to do their duty in the late glorious war, but were to learn of an admiralty venerable for their knowledge in maritime affairs, and who by implication threw a slur upon the officers who commanded the British fleet in actual war, as if they had neglected to discipline the men entrusted to their command; though the great success of that war proved that the admirals wanted no other orders but those already given them by the fighting instructions. I

¹⁵ Off the east coast of Kent, between the Goodwin Sands and the South Foreland.

¹⁶ In the Thames estuary, northeast of Sheerness.

¹⁷ Jealousy.

¹⁸ The rest of the sentence is 'by the men she sent in the merchant ships, from whence the impressed men were taken.' The complete sentence appears to be meaningless, but I think only because it is redundant.

¹⁹ Distinguished both as a commander and an administrator; first lord of the Admiralty, 1751-1756, 1757-1762.

believe it can be proved, without contradiction, that the manner of the cruising of the guardships and the particular order they were under, of exercising their men both night and day, gave the seamen such disgust that occasioned a constant desertion.²⁰

²⁰ It is remarkable that a seaman of Rodney's experience should inveigh against cruising of any sort, with its obvious value for training. The explanation may be merely his bitterness against Lord Sandwich and all his works. In any case these 'sham cruises' could scarcely have been the Channel service inaugurated in 1777, which could not have been carried out with undermanned ships, and about which there was no sham. I would guess that Rodney was referring to a transitional period, between the manning order of November and the later Channel service. If so, he was writing in the winter of 1776-1777.

The Ship Pacific Queen

BY HAROLD D. HUYCKE

NEARLY twenty years ago San Francisco was the home port of the largest fleet of square-rigged sailing vessels in the world under one house-flag. The fleet comprised iron and steel ships, barks, four-mast barks, wooden ships and schooners. They had been built in British, Scotch, Irish and American shipyards and varied widely in age and size. During the intervening years all but one have sailed away; most have been broken up or hulked.

The one remaining ship is the steel full-rigger *Pacific Queen*, once the well-known Alaska Packer *Star of Alaska* and ex-Limejuicer *Balclutha*. Before going into her earlier history it may be interesting to note a few of her present claims to consideration. When the Packers began substituting steam for sail in the late 'twenties, she was the last of the sailing fleet to go to Alaska. Now that *Star of Finland*, ex-*Kaiulani*, is gone, she is the last square-rigger to belong to the port of San Francisco, once the great Pacific Coast terminus which had seen so many hundreds of her sisters in years past. And now that *Tusitala* is no longer a sailer, she is the last American deep-water full-rigged ship. Aside from the yachts on the East Coast, *Pacific Queen* is the last full-rigger to sail under the American flag.

The old *Star of India* in San Diego shares honors with *Pacific Queen* of being the last deep-water square-riggers on the entire Pacific Coast under United States ownership.

The steel ship *Pacific Queen* was built in 1886 by Charles Connell at Glasgow, Scotland, as the *Balclutha*. She was a vessel of 1,862 gross tons, 1,590 net; measuring 253.3 feet in length, 34.2 feet abeam, and 22.7 feet deep.

In 1886 Robert McMillan of Dumbarton, Scotland, retired from ship-building and became a ship-owner. He acquired *Balclutha* and another ship called *Sirenica*, which was lost in the Channel on her first voyage outward bound but without loss of life. McMillan ultimately returned to the dockyard in Dumbarton which he managed until his death.

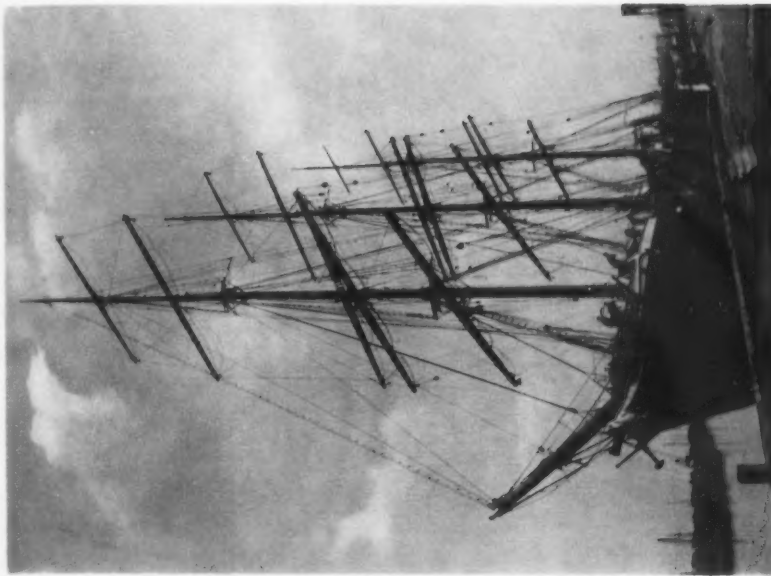
While there is little information to be found on the first thirteen years of *Balclutha's* existence, there is evidence that she was not unlike the general run of her class, making general cargo voyages to the sailing ship ports of the world; Calcutta to England with jute; to Australia and San Francisco for wheat; to the west coast of South America for nitrates; to Montevideo, Puget Sound and other places.

From 1894 until her sale in San Francisco in 1899 *Balclutha* was commanded by Captain Durkee of Nova Scotia. While under this master she made the following passages: Cardiff to Iquique, two trips from England to San Francisco, and back to England, then to Montevideo, Calcutta and San Francisco. In 1897 she sailed from England to San Francisco in one hundred and forty-two days, which was not very good time.

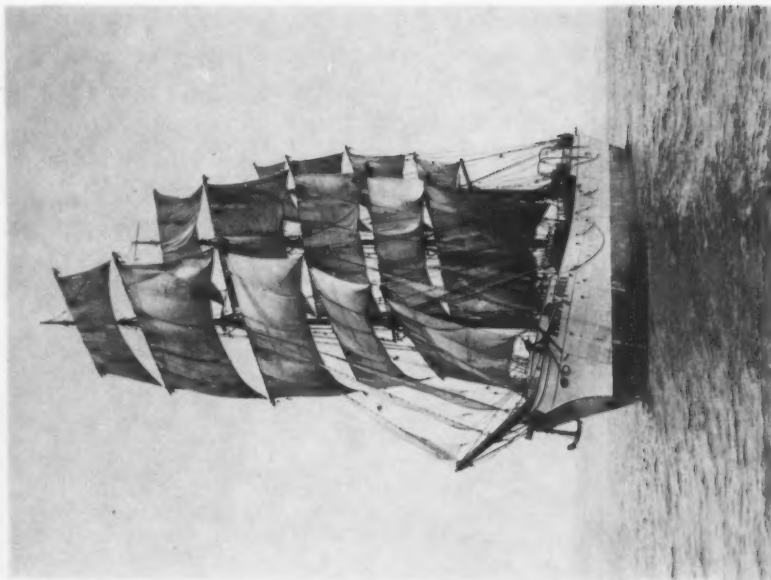
In 1899 she arrived in San Francisco on her last voyage from England and was sold to J. J. Moore and Company of that port. J. J. Moore and Company were in the lumber exporting business and called themselves the Colonial Shipping Company. Under their ownership *Balclutha* carried lumber from Puget Sound ports to Australia, returning to San Francisco with coal from Newcastle. In 1901 she was admitted by a special Act of Congress to United States Registry, under the ownership of Pope and Talbot, managers of the Puget Sound Commercial Company. For two years they operated her, doubtless to Australia with lumber as before.

In 1903 the Alaska Packers Association of San Francisco, which had begun to acquire iron and steel vessels for their fleet, chartered her for the season 1903 and sent her to Karluk, Alaska. Leaving San Francisco on 25 April she made the trip in eighteen days. In the fall she returned by way of Nanaimo, British Columbia, and Port Townsend, Washington, arriving at San Francisco on 16 October.

In 1904 *Balclutha* was again chartered from Pope and Talbot for the season of salmon fishing and sailed for Karluk on 27 April under the command of Captain Bremer. Twenty-three days later she was wrecked on the north end of Sitkinak [Geese] Island. The wreck was purchased for the Alaska Packers by Mr. William Munn for \$500 and the ship was taken to Chip's Cove, Kodiak Island, where temporary repairs were made. On 3 October she sailed for San Francisco, but because of unfavorable conditions had to return to Chip's Cove on 11 October. While at anchor there, she dragged ashore and received additional damage. She remained there throughout the winter of 1904-1905 and in the spring of the latter year, officers, crew, pumps and material were sent up from San Francisco for additional repairs. These arrived on 25 May; repairs were effected and



*Ship Pacific Queen, ex-Star of Alaska, ex-Balclutha
Reproduced from a photograph by Harold Huycke, 1942*



*Ship Pacific Queen, ex-Star of Alaska, ex-Balclutha
Reproduced from a photograph by W. C. Sawyer*



Ship Pacific Queen, ex-Star of Alaska, ex-Balclutha
Reproduced from a photograph by W. C. Sawyer



Tugs Equator and Alitack towing ship Star of Alaska into Chignik Bay, Alaska
Reproduced from a photograph by Allen's Photo Supply Co., San Francisco

Balclutha sailed for San Francisco on 12 July, arriving there on 7 August. On her voyage down she was commanded by Captain Nicholas Wagner. *Balclutha*'s new owners turned her over to the United Engineering Works a month later, where work was done under the supervision of Captain Metcalf in accordance with Lloyd's Rules.

Under the command of Captain Wagner *Balclutha* — now renamed *Star of Alaska* in accordance with the company's policy of giving their iron and steel ships names with the *Star* prefix — made her first trip to Alaska under her new ownership in 1906, making the voyage up in twenty-three days and returning in fifteen days. After the first fishing season a hundred and fifty bunks were installed for fishermen and Chinese during the winter of 1906-1907. Captain C. A. Halvorson succeeded Captain Wagner, who then commanded *Star of Bengal* for two years. Captain Halvorson remained in command of *Star of Alaska* until 1914, during which time, in 1910, seventy-two more bunks were added in the 'tween decks. The following year her poop was extended 68 feet 8 inches to accommodate eighty-six more fishermen. She must have been quite a sight towing down San Francisco Bay toward the Alameda yards during the fall months with over three hundred fishermen, crewmen and cannery hands lining the rails and dotting the lower rigging. In 1915 Captain R. Johnson succeeded Captain Halvorson in command of *Star of Alaska*.

During the average year *Star of Alaska* was active from March until October, being at sea for about forty days of the year, but otherwise actively engaged in the fishing business. Consequently annual repairs were in order. The Packers maintained their own yards at the foot of Paru Street in Alameda and during the winter the whole fleet of some thirty vessels would be tied to the long low wharves in rows. The iron and steel ships were easily recognized and distinguished themselves with their black hulls, red boot-topping and buff spars. Fortunately the Packers took very good care of all their ships and each year repairs and replacements were effected.

For instance, in 1911-1912 *Star of Alaska* had the new poop laid with all of its accessories; broken knees in the 'tween decks repaired, and the whole main deck recaulked. The ship spent almost three months at the United Engineering Works being overhauled. Keeping the iron and steel vessels in good condition was much easier and more economical than the wooden ships, and by 1924 the latter vessels had been laid up permanently.

From 1906 until 1930 *Star of Alaska* sailed to Chignik every year, re-

turning directly to San Francisco, except when she towed to Alitak in 1925 to pick up a surplus pack there. During World War I several of the Packers ships were chartered by the United States Shipping Board to carry war cargoes, but *Star of Alaska* was kept on her regular schedule.

For the twenty-four years of passages she made to Chignik, *Star of Alaska* averaged better than twenty-two days going North and better than fifteen days homeward bound. Her best time from San Francisco to Chignik was in 1926, when she sailed from the Golden Gate on 3 April and arrived at the Alaskan cannery on the seventeenth, making the trip in fourteen days. Her average day's run was about one hundred and forty-three miles a day, averaging six knots all the way. Her best time home was ten days in 1913 when she sailed from Chignik on 30 August and arrived 9 September.

In 1925 Gordon Grant made the trip to Chignik in *Star of Alaska*, his book *Sail Ho* being the result. She was at that time under the command of Captain Bertoncini, who recently was placed in charge of fitting out the old *Star of Chile* in Seattle as *Scottish Lady*. About the voyage Mr. Grant commented,

Nothing of any particular moment happened on the run. We had our share of gales and discomfort but I couldn't help comparing her condition to my old ship *City of Madras* of Glasgow, which in the 'eighties and 'nineties was kept like a private yacht, with her brass trim and oiled teak rails and panels.

Star of Alaska sailed from San Francisco on 4 April and arrived at Chignik on the twenty-ninth after a passage of twenty-five days.

In 1925 the Association bought its first steamer — *Arctic* — and began to lay up the sailing ships. This was followed shortly after by two more steamers, *Bering* and *Chirikof*. These were a great improvement in economy over the sailers, and could do twice the amount of work accomplished by the largest windjammer. The wooden units of the fleet were all laid up by 1924, and beginning a year or two later the iron and steel ships were laid up.

In 1928 only five ships were sent to Alaska, one of these, *Star of Falkland*, being wrecked on Unimak Island. In that year Captain Mortensen was in command of *Star of Alaska*. He had been with the Association since 1897, and it was his claim that the ship was the fastest in the fleet, and could beat any of the other *Stars* in a sailing match. One of the other five ships was the steel bark *Star of England*, which was commanded by Captain Charles Wiese, another veteran Packer skipper. Captain Mortensen had been in command of the bark for five years, 1910-1915, so knew the sailing

qualities of both ships. A race was arranged between the two, to start as both ships passed through the Golden Gate.

In the San Francisco *Examiner* of 4 April 1928 a photograph of *Star of England* was accompanied by a few paragraphs on the race.

What is expected to be one of the most thrilling sailing ship races of recent years started off the San Francisco lightship yesterday afternoon when two of the Alaska Packers's square-rigged ships, the ship *Star of Alaska* and the bark *Star of England* set sail for the Northern fishing grounds.

Both sailers were towed outside the Gate by Red Stack tugs. Once off the lightship the tugs dropped their tows and both craft set sail for what may be the last sailing race off the West Coast.

The *Star of Alaska* got her canvas up first and as the tugs turned back, she appeared about six miles ahead of her rival, the *Star of England*. Captain 'Bill' Mortensen, master of the *Star of Alaska* and Captain Charles Wiese, commander of the *Star of England* are both veterans of the Alaska Packers Service. They passed out of the Bay at the same time, 9-45 A.M., the *Star of Alaska* bound for Chignik and the *England* for Alitak.

[To make the course a more common one, the two ships were to sail for Chirikof Island and then to their respective stations.]

Just how much money has been wagered on the outcome of the race is problematical, but old-time ship-masters up and down the coast have manifested more than usual interest in the outcome, and this interest they have backed with good hard coin of the realm.

Captain A. H. Schulz, master of the Packers' steamer *Arctic* which will sail today for Alaskan parts, and who was for several years in the *Star of England*, is a strong backer of his old command to win the race, and he said yesterday he had placed \$100 even money on his judgment.

'I know the *Star of England*,' he said, 'She is one of the fastest sailers on this Coast and I'm sure Captain Wiese will take her in a winner. She is the better of the two craft, and I don't see how she can lose.'

Before the tugs had released the tows, both commanders had given the orders to hoist sail. Before the tugs were out of sight both of the racers were under full canvas and picking up speed in the brisk wind that was blowing along the coast.

So went the story at the start of the race. Comparing the voyages of *Star of Alaska* with those of the other *Stars* one can see that she was the most consistent for making quick passages up and back. She was never over thirty-two days on the northward passage, and the longest she took coming home was twenty days in 1922 and 1923. Her record passages have already been given. These short passages may be partially explained by the fact that Chignik was in Southeastern Alaska and therefore closer home than the Bristol Bay canneries. Nevertheless she was known as a smart sailer and outlived the rest of the windjammers in the service of the Alaska Packers.

In a recent letter, Captain Wagner commented on her sailing qualities.

I was given the assignment to go to Kodiak and bring her down to San Francisco after the captain and crew failed in the attempt. (That was in 1905.) She is not as Captain Mortensen claims the fastest of the Packers' fleet, although I did manage to get 63 miles by patent log in a watch on the day of the San Francisco earthquake, one day's sail from Chignik Bay. The wind was on the quarter of gale force and all sail set with a high following sea which was helping to boost her along an extra mile or two. That was the best she ever did in the two years I commanded her.

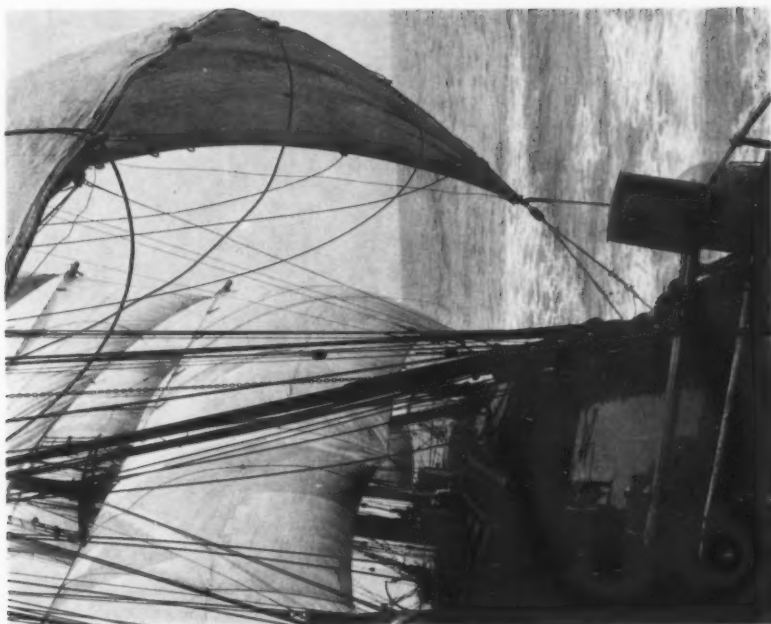
Star of Alaska won the race to Chirikof Island and then turned west to Chignik, making the passage in nineteen days, beating the *Star of England* by fourteen days four hours. Thus ended the last American deep-water square-rigger race on the Pacific Coast. As a matter of interest, *Star of Alaska* today carries two life-boats once belonging to her rival of the 1928 race.

In 1929 only *Star of Alaska* and *Star of Holland* sailed to Alaska. The following year *Star of Holland* was laid up with the rest of the fleet in Alameda and *Star of Alaska* was left to go North alone. This she did, in tow of the steamer *Arctic*, making the passage up in nine days; on 16 September she arrived in San Francisco nine days from Chignik under tow of the steamer *Kvichak*, and was laid up with the rest of the fleet.

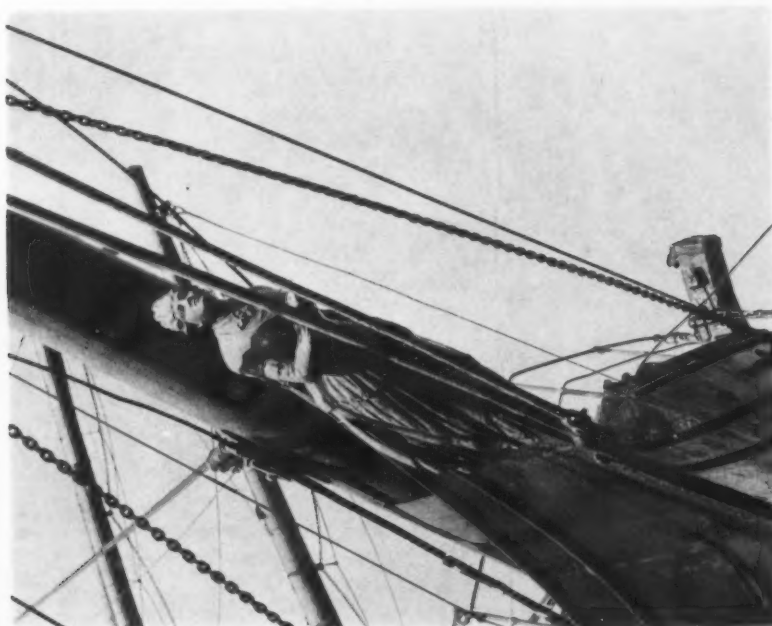
After being laid up for nearly two years *Star of Alaska* was bought from the Packers by Mr. Frank Kissinger of Los Angeles for \$5,000. It was his intention to fit the ship out with salt-water tanks in the 'tween decks for an aquarium. Tropical fish were to be obtained at the Galapagos Islands and then exhibited along the Pacific Coast, Gulf ports and Atlantic Coast, and finally in the Great Lakes. However the tanks proved to be impractical when a 'test-run' was made off the Golden Gate and the idea was abandoned. On 4 February 1934, *Pacific Queen* — for that was her new name then — set sail for Los Angeles where she arrived ten days later.

For about a year *Pacific Queen* lay in Los Angeles harbor, during which time she appeared in several moving pictures, one of which was 'Mutiny on the *Bounty*.' Her hull was painted white with huge black gun-ports along both sides. She was quite a contrast to the actual *Bounty*.

Prospects of being a show-ship attracted her to San Diego, where she was opened to the public at the Exposition in 1935-1936. She tied up behind her old salmon fishing partner *Star of India*, which had been in San Diego since 1926. There she lay for the better part of a year being billed as a 'Pirate Ship, built in Glasgow in 1886!' The 'Pirate Ship' handle was acquired from the movies. By this time her gun-ports had



Ship Star of Alaska, ex-Balclutha
Reproduced from a photograph by Gordon Grant, 1925



Ship Star of Alaska, ex-Balclutha
Reproduced from a photograph by John Lyman, 1930



Ship Star of Alaska, ex-Balclutha
Reproduced from a photograph by Gordon Grant, 1925



Ship Star of Alaska, ex-Balclutha
Reproduced from a photograph by John Lyman, 1931

been painted out and her new name *Pacific Queen* emblazoned in huge letters across her bows.

In the summer of 1936 *Pacific Queen* sailed from San Diego with a crew of Sea Scouts for the Galapagos Islands. Drifting three hundred miles off her course, she radioed for assistance and was picked up by a Coast Guard cutter and towed to Los Angeles harbor after being at sea for sixty-seven days. Again she was laid up, being anchored in the outer harbor part of the time and appearing in a moving picture now and then. During the winter of 1936-1937 she very nearly went ashore in a blow, but a wind change came when she was about one hundred feet from the breakwater and she drifted clear. In 1939 she was towed out of Los Angeles Harbor and up to San Francisco where she was again opened to the public. Her hull was painted black and strings of lights illuminated her spars and rigging. Her masts were painted red and she was still in good sailing condition then. After a year or two of lying alongside a dock near Fishermen's Wharf, the rust began to get under her paint and a few Irish pennants appeared in her running rigging.

When we entered the war in 1941 she was moved to South San Francisco to provide space for cargo vessels. There she lay in an empty slip until August 1943 when she was again moved out of the way, this time up the Bay to Sausalito.

With her stern to a small pier and a few fathoms of cable off the bow she lies quietly in the waters that have seen the end of so many other sailing ships. Mr. Kissinger has come to realize the value of his ship and has said that as long as he owns her she will never be cut down or scrapped. Recently she was surveyed by the Army and her old hull was found to be in good condition despite her age. There was talk of converting her to a barge when the need for bottoms was acute a year ago. Now, however, she is no longer needed and will probably continue to lie in Sausalito until after the war is over.

As one stands beside her on the dock she seems uncomfortably quiet. Her rigging is rotten and she is in bad need of dry-docking. Dejection and neglect are the two best words to describe her now. But even an unexperienced eye cannot help but admire her and gaze at her graceful lines running from the figure-head aft to her counter.

Several thousand miles away in South America another full-rigger is supposed to be lying — the *Maipo*. Recent news states that a third, *Calbuco*, is again at sea having sailed around the Horn from Peru to Buenos Aires.

Pacific Queen is one of the last of her type, once the favorite of British

ship-owners when sailing ships reached their peak of perfection in the latter part of the nineteenth century. She is San Francisco's last, and the last to fly the Stars and Stripes. How much longer she will remain in the land of the living will probably be decided by the outcome of the war. Best of luck, *Pacific Queen*.



The Ship Lord Dartmouth: American-built Merchantman of Revolutionary Days

BY SIDNEY G. MORSE

ARTICLES of Agreement made & fully concluded this tenth Day of June A.D. 1774 by & between John Calef of Ipswich in the County of Essex & Province Of Massachusetts Esquire on the one Part, And Israel Hutchinson of Danvers in the County of Essex & Province of Massachusetts Bay Gentleman, on the other Part Witnesseth: That the said Israel Hutchinson doth agree to set up & build in a compleat Manner and Workmanlike for the said John Calef a ship of the following Dimensions and to & perform [*sic*] all & singular the Articles following viz:

Length of the

Keel for Tonage seventysix Feet.

Depth in the Hold Twelve feet two Inches, from ceiling to Deck.

Breadth Twentyseven feet from outside to Outside of a three Inch Plank.

Height between

Decks six Feet & six Inches. To have a long floor & clear Tail.

Keel 13 by 15 To be in three pieces eleven & half Inches thwart ships & fifteen Inches up & Down, the Scarps [*sic*] four feet long with six Bolts in each.

Stem To be sided [] in & moulded twelve Inches in two Pieces.

Apron To be sided one foot six Inches & moulded 8½ Inches & to make a Stemson out of the solid Piece sided ten Inches moulded nine Inches & one half.

Sternpost To be twelve & one half Inch square at the Wing Transom, the lower, & in Proportion, to have two false Posts & sufficient dead Wood afore & abaft as [?] per dropt Wing.

Transom Transoms to be 18 feet 6 Inches long sided eleven In. & moulded fourteen Inches, the other Transoms not to be more than four Inches assunder. The fashion Pieces sided nine Inches & moulded as the Scantlings require.

Stern Knee To have one arm eight feet long, the other to run up to the lower Transom with four bolts thro' the Post, the other as the floor

Timbers, to be sided eleven In. & moulded on the Keel twelve In. clear of chocks and at the Ends nine Inches & not to be less than seventeen feet six Inches long.

<i>Room & Space</i>	Two feet.
<i>Lower Futtocks</i>	To be sided ten & an half In. middle do. $9\frac{1}{2}$ In. upper do. 9 In. & run up to the upper side of the upper Deck knees so as to bolt them & the same continue parallel to the Shere [?] except aft & there to be a proper shift of Timbers as per Draft.
<i>Top Timbers</i>	sided 8 In. moulded at the Breadth $6\frac{1}{2}$ In. and at the head $4\frac{1}{2}$.
<i>Keelson</i>	To be 12 In. square to be in three Pieces the midship Piece to run abaft the mainmast the Scarps [sic] to be six feet & six Inches clear of the Scarps of the Keel & so shifted that the Keelson bolt may go through the middle of the Scarps.
<i>Wales & Bottom</i>	To have three Streaks $9\frac{1}{2}$ In. broad & $5\frac{1}{2}$ In. thick & to have six feet Shift. To have four Streaks of four In. plank at the floor heads. To have three Streaks of four Inch Plank under the Wales all the rest to be three Inch Plank.
<i>Above the Wales</i>	To have one Streak of four Inch plank above the Wales, to have two Streaks of three In. plank next above the four In. to have one four In. plank for chimering [sic] the Shire Rails out of & all the Rest of the Topside to be $2\frac{1}{2}$ In. thick.
<i>Butt Bolts & shift of Plank</i>	To have Bolts in all the winding Butts to go thro' and clench to have six feet shift to the Plank and two streaks between.
<i>Plank within side</i>	To have one Streak of four Inch Plank next the Limbers, to have three Streaks of four Inch Plank at the floor heads. To have $2\frac{1}{2}$ In. between the Limber Streak & floor head, & between the four In. at floor heads, & lower Deck Clamps to be three Inch plank, to have three Inch Hoods to the 4 Inch & $2\frac{1}{2}$ Inch hoods to the 3 In. plank.
<i>Clamps</i>	To the lower deck to be one Streak of four In. plank twelve In. broad with Scarps 4 feet long, upper Deck to be 3 In. plank & shutt in between the three In. lower Deck, spirkling & upper Deckt [sic] clamps with $2\frac{1}{2}$ In. plank.
<i>Spirklings [sic]</i>	Of upper Deck to be $2\frac{1}{2}$ In. plank.
<i>Tree nails</i>	In all the four In. Plank & lower deck spirklings to be wedged.
<i>Plank Shires</i>	In midships to be four In. plank & forward & abaft 3 In. plank.
<i>Breast Hooks</i>	To have forward & two abaft & of such length as to have nine Bolts by $\frac{7}{8}$ in Augre [sic], to have two Pointers on each, sided

8 In. bolted with six Bolts in the floor Timbers, Keelson keel & stern knee to be $\frac{1}{8}$ Inch Diameter lower deck knee, breast hooks, Crutches, Transoms & pointers to be one Inch Diameter upper deck knees & Standards to be $\frac{7}{8}$ bolts.

- Pump Well* To have proper Stanions [*sic*] well secured above and below and to birth it up as high as the Ballast with 2 In. Plank & above that with one & an half In. Deal.
- Steps* To have proper Steps for the Masts & bolted if required & wedge the Masts on the lower Deck.
- Lower Deck Beams* sided fourteen In. square, to have sixteen in Number to be double kneed at each End with one lodging & one dagger knee sided seven Inches, the arm of the lodging knee to be three feet & 8 Inches long hooked one and an half into the Beams, bolted with six Bolts by $\frac{7}{8}$ Augre, one Eye Bolt in every knee if required.
- Upper Deck Beams* To be sided nine In. & moulded 9 In. & lay as near as may be over the lower ones, & to be kneed at each End with one hanging, and one lodging knee to mizen Mast, aft with lodging knees only sided $5\frac{1}{2}$ In. & Bolted with five Bolts by $\frac{3}{4}$ Augre.
- Wing Transom Knee* To be sided 8 In. the side Arm to be seven feet six Inches long and the Transom Arm to be five feet long bolted with seven Bolts by $\frac{7}{8}$ In. Augre.
- Partners* of the main and fore Masts to be cartlings [*sic*] of twelve Inch broad & $7\frac{1}{2}$ In. thick, Mizen Mast 4 In. Plank.
- Lower Deck Cartlings* [*sic*] From the main to the fore Hatch to be 8 In. by 6 In. afore & abaft 6 In. by 5 In. ledges in Proportion 12 [?] Inches assunder.
- Water Ways Lower Deck* of the lower Deck to be 4 In. chim'd to $2\frac{1}{2}$ In. the rest of the Deck to be $2\frac{1}{2}$ deal.
- Water Ways of upper Deck & Deck* To be 9 In. thick or so as to work up to the Shere for the midship Plankshire to nail to and chim'd 2 In. or to $2\frac{1}{2}$ In. thick to leave one Inch for a falling [?] round & to be hallowed [*sic*] to leave 3 In. thick at the upper Edge to be bolted with $\frac{3}{4}$ Augre & the main Deck to [?] the Quarter Deck, one Beam to secure the Wake of the main Mast to have one Streak of each Side for Stopping Bolts of 3 In. plank the Rest of the Deck $2\frac{1}{2}$ In. deal.
- Bitts* To have main & fore Topsail Sheet Bitts and as many Scuttles as required.
- Ports* To have two Gun Ports if required on each side and other Ports as usual.

<i>Standards</i>	To have three pair in the lower Deck sided 8 In. bolted with seven Bolts by $\frac{3}{4}$ Augre side Arm to be 5 feet the Beam Arm 3 feet 6 In. long & placed as required.
<i>Pillars</i>	To have as many in the Hold & between Decks as required.
<i>Bowsprit</i>	To be well secured bolted &c.
<i>Belfry</i>	To have a proper Belfry & cross Piece.
<i>Windlass</i>	To be of Oak 18 $\frac{1}{2}$ In. Diameter.
<i>Capston</i>	To be neatly fitted on the Quarter Deck and between the main & fore Hatches with Iron Spindles, proper Pauls, &c.
<i>Knightheads</i>	to be 11 In. sided & 4 In. Housepieces [?] sided 18 Inches, to have as many rough tree Timbers as required & the main and Quarter Decks to form Pauls & a Handsome Rail.
<i>Hatches</i>	To have as many Hatches, Gratings, Scuttles & Ports as necessary.
<i>Companion Gripe</i>	To be fastened with an Iron Stirrup and dove tail Plates aft.
<i>Cat Heads</i>	To have two sufficient Cat Heads with proper Supporters.
<i>Ruther</i>	Main to be 16 $\frac{1}{2}$ In. by 15 $\frac{1}{2}$ In. & fitted with a proper Tillar & to steer with a wheel if required.
<i>Masts</i>	To provide a Suit of Masts, Top Masts, Top Gallant Masts, Yards, Bowsprit, flying Jibb Boom, Crosstrees, round Tops cheeks & Bees for the Bowsprit, Caps for the Masts, &c. all completely made fitt to set up according to the Dimensions given.
<i>Caulking</i>	To caulk the Ship all over with a proper Quantity of Oakum compleatly below the Wale & to drive two threads in each Seam above the Wale & on each Deck and to pay all the Seams, the Owner to find Oakum & to caulk all the Tree nails if required.
<i>Scuppers</i>	On the upper Deck to be Wood 5 In. up & down & 12 Inches fore & aft.
<i>Timber & Plank</i>	All the Timber and Plank to be of the best white Oak both within & without Hewed square.
<i>Surveyors</i>	The said John Calef shall have Liberty to appoint such Person or Persons as he shall think proper to inspect into all an singu-

lar the Materials & Work aforesaid & if any Dispute shall arise the same shall be determined by three indifferent Men mutually chosen whose Determination shall be final.

- Ballast Port* To cut only one breadth of plank and that not under the Scuppers.
- Rough Tree Timbers* To be properly put in before the Planshires [sic] are let over.
- Cabbin Windows* To place them so as to be not less than twenty five Inches at the lower Part by 23 In., & three feet long, and keep close to the upper Deck, The Dead Lights to run up the cieling.
- Quarter Deck* To take in the Main Mast & Pumps, the Break not exceed nine Inches, the Cabin to be 14 feet from the wing Transom, the Beams in the Cabin to be kneed with one lodging Knee, all before to be kneed as on the upper Deck. The Counter to be as high as Possible.
- Irons, &c.* All reaming Irons, Iron Wedges, Spikes, Ribband Nails & other Irons not drove in the Ship to be taken Care of and delivered to said Calef at the Delivery of the Ship.
- Watering clearing Chips, Worming, Launching, &c. &c.* And to water said Ship, clear out all Chips, stop the Worm Holes & do all other small Jobbs, to be at the whole Expence of Launching, and to deliver said Ship afloat compleatly finished even to a Cleat, with all Sorts of Work belonging to the Ship Carpenter & Mast Maker to do and perform whether mentioned or not mentioned in the foregoing Contract, in a neat Workmanlike & compleat Manner on or before the last day of March next ensuing the Date hereof.
- Payments* And the said John Calef do hereby for himself, Executors Admrs. & assigns covenant and agree to and with the said Israel Hutchinson, &c. their Heirs Executors Administrators & assigns that in Consideration of said Ship being so built and finished as aforesaid he the said John Calef Esqr. his Executrs. Administrators shall and will well and truly pay said Israel Hutchinson, &c. their Heirs Exrs. and Administrators the Sum of three pounds twelve shillings lawful Money per Ton for as many Tons as said Ship shall measure and so in Proportion for a lesser Part than a Ton according to the aforesaid Dimensions, & not to be paid for any Increase of Tonage, & Payments to be made in the following Manner as the Vessel goes on being built, viz. the one half in English Goods, the other Half in Cash. In Witness & for the faithful Performance of all beforegoing we bind ourselves, Heirs, Executors & Administra-

THE SHIP LORD DARTMOUTH

tors in the Sum of five hundred Pounds Sterling. And in Testimony whereof we have Interchangeably set our Hands and Seals the Day and Date abovesaid.

ISRAEL HUTCHINSON (*seal*)

signed sealed & delivered
in Presents of
DUMMER JEWETT
JEDIDIAH CALEF

a Copy attest ISAAC
MANSFIELD Clerk¹

The court files, in which this contract is preserved, present only a fragmentary record, so that conclusions as to this vessel's career and eventual fate must be largely conjectural. Yet, whatever the uncertainties concerning her, it is clear that the *Lord Dartmouth* was planned and built at an unhappy time for peaceful merchantmen. The Boston Port Bill had gone into effect 1 June 1774, just ten days before the building contract was signed. Thenceforth Great Britain and her thirteen colonies in North America fought each other with measures and countermeasures that progressed inexorably from the economic into the military sphere. American commerce and the business relationships upon which it rested became victims of the melee. Political disputes cut sharply across ties of business, family, and friendship; and the one world achieved more or less completely by the British colonial system broke in two, with Briton facing American, and 'Patriot' belligerently challenging defiant 'Tory.' The very choice of the name Lord Dartmouth—popular though that best-liked of the brief line of British colonial secretaries was—showed perhaps a failure to judge shrewdly the current trend of the political climate in America.

The first visible effect of the Revolutionary troubles on the fortunes of the *Lord Dartmouth* was an apparent falling out between John Calef and Israel Hutchinson, the parties to the above contract. Calef, evidently, was one of those whose 'loyalty to America' was early called into question. In September 1774 he was writing to Hutchinson justifying at length his conduct in London during a recent journey there, endeavoring to discredit a 'Report that I am an Enemy to my Country which operates much

¹ Supreme Judicial Court, Suffolk County, Court Files, DCIX, 113. These manuscript records, of which the above ship contract is one item, arose from the trial of the *Lord Dartmouth* in the Maritime Court (the Revolutionary prize court in Massachusetts). Appeal from the decision of this court was made to the Superior Court, where copies of the exhibits and record of the lower court were filed. These items have been preserved, but no record of the action of the Superior Court itself is at hand. The surviving documents, therefore, although preserved among the records of the higher court, show only the proceedings of the Maritime Court. The records of the old Superior Court are now kept in the archives of the Supreme Judicial Court of Suffolk County, and it is in the office of the clerk of this court that these manuscripts are to be found: Room 1400, Suffolk County Court House (Annex), Boston. Hereafter these documents will be referred to simply as 'Court Files.'

at Danvers.² It is likely that Calef's explanations did not satisfy Hutchinson; shortly afterward, the shipbuilder leased the 'Wharf lying in Danvers near the new Mills so called, . . . together with all Shipping, Timber, Plants and all Material that is now standing thereon,'³ to Calef for a period of seven months—long enough for the latter to finish the ship by himself.

John Calef's British connections were indeed intimate. Although the contract itself does not show it, it appears from two letters⁴ that were introduced at the trial of the *Lord Dartmouth* that Calef was acting in this affair as the agent of a group of London merchants who were the actual owners of the ship. He owned a small share in her, but it probably represented payment for his services as agent. Such an arrangement was quite usual. Indeed the whole transaction was typical of British imperial commerce and shipping in the pre-Revolutionary era. The *Lord Dartmouth* may be regarded as one of the American-built vessels which constituted one third of all the tonnage sailing under the British flag on the eve of the Revolution.⁵ The terms of payment stipulated in the contract—English cash and manufactured goods in exchange for a ship built with American raw materials, labor, and know-how—illustrate the essential character of one of the most important kinds of business conducted under the imperial partnership. The price of three pounds twelve shillings lawful money of Massachusetts per ton is no doubt of significance in this connection. It was this low cost of American construction as compared with British which drew so much business to the colonies that British shipbuilders at length became seriously concerned for their interests.

In normal times, it may be reiterated, this was a transaction of the most ordinary type. But such events as Lexington and Bunker Hill, which occurred about the time that this ship was being launched and fitted for sea, were putting an end forever to what had been 'normal' in British-American relationships.

Construction of the *Lord Dartmouth* was carried on and completed during the winter and spring of 1774-1775. In January 1775 John Calef bought a 'suit of Rigging, etc.' for her at Marblehead for just under five hundred pounds sterling. He must after all have convinced skeptics of

² John Calef, Ipswich, to Captain Israel Hutchinson, Danvers, 6 September 1774. Court Files, DCIX, 114.

³ Court Files, DCIX, 112.

⁴ John McLain, London, to Mr. Whitaker, Salem, 26 September 1775; Joseph Parker, London, to Rev. Mr. Whitaker, Salem, 26 September 1775. Court Files, DCIX, 111, 112.

⁵ H. U. Faulkner, *Economic History of the United States* (New York, 1924), p. 82.

his patriotism, or he would surely not have been able to make such a purchase from the 'Auctioneer to the Committee of Inspection'—the Committee being the watchdog and executive agent of the American Association, the most potent of the Revolutionary instruments of the moment. A few weeks later he bought in Ipswich a 22-foot boat for his vessel.⁶ Late in June 1775 the ship was ready for sea. Calef planned for her a voyage which, in spite of certain changes necessitated by political circumstances, was very similar to those that New England ships had been making since the beginning of colonial commerce. He described it in a petition to the Massachusetts Provincial Congress:⁷

Your Memorialist hath built a Ship which he purposed for West Indias, and in March last agreed with an Number of Men living on the Banks of the Penobscot River to load her with Lumber & to receive their pay in Cash, Provisions & Clothes.—As the Continent is involved in Difficulties, your Mem^o thought proper not to send away the Ship without the Approbation of this Congress.

Your Mem^o begs leave to mention, several Persons have been with him of late from Penobscot, & one Person this Day, viz. Capt. James Buck [?] who says, 'most of the Inhabitants of that Country have lived on Fish for some Time, and many Families have had neither Bread nor Meal for many Months past.'

Your Memorialist therefore prays this Honorable Congress will permit him to send said Ship from Danvers to Penobscot with so much Provisions as may be tho't best, also for an [?] for twelve [Eaters??] of the Ships Crew to proceed from thence to West India's.

Under the circumstances Calef could hardly have asked to send his ship to the British West Indies; he must have been referring to one of the French, Spanish, or Dutch islands. To this petition the Provincial Congress returned a flat no, observing simply that the proposed voyage would be 'inconsistant with the best Interest of this Colony.'

The maiden voyage of the *Lord Dartmouth* was thus postponed indefinitely. The ship lay idle at Danvers for more than a year, during the fateful period 1775-1776, while the great decision of the Revolution was being made and the adversaries were settling down to a bitter struggle that was to decide whether or not that decision would stand. Her closest contact with the war during this time came in August 1776, when her sails were requisitioned for the use of the new brig *Massachusetts*, of the recently created Massachusetts state navy, then fitting out at Salem.⁸ Thus our ship shared vicariously in the modest achievements of this early

⁶ Receipts of 6 January and ? June 1775. Court Files, DCIX, 115.

⁷ Petition of 26 June 1775. Court Files, DCIX, 111.

⁸ Council order of 23 August 1776. Court Files, DCIX, 111.

American war vessel, which cruised against British commerce with some success in the two years following.

Almost immediately after she had thus been stripped of her sails, a legal battle over the *Lord Dartmouth* began. The first move was made by two shrewd and hard-hitting Yankee merchants and privateer-owners: Bartholomew Putnam, of Salem, and Andrew Cabot, of Beverly. On 24 August 1776 these two libelled in the Maritime Court for the Middle District of Massachusetts, Judge Timothy Pickering presiding,

the ship called *Lord Dartmouth* of about three hundred Tons Burden, her Boats, Sails, Cables, anchors, Rigging & appurtenances together with a Chest of English Goods on board . . . seized and taken by the said Putnam & Cabot on the part of the Sea between high water and low water mark, in said Danvers—And that said Ship . . . at the time of the capture was the Property of some of the Inhabitants of Great Britain, and by Law and the acts of the General Court of this State is forfeited and become lawful prize.⁹

This libel was contested by John Calef, who entered a claim asserting that the ship was his property and not subject to forfeit. At the same time an agent for the State filed a claim which, like Putnam and Cabot's libel, contended that the vessel was enemy property, but maintained that she was already under the control of and should be adjudged lawful prize for the use of the State.¹⁰

Calef was evidently trying to conceal the English ownership of the vessel. But, as already mentioned, correspondence introduced at the trial clearly showed for whose account she had been ordered. The verdict of the jury was that the *Lord Dartmouth* was in fact 'the property of some of the subjects of the King of Great Britain . . . tho' not liable to Forfeiture,' and that she should 'remain in the Harbour of Danvers under the protection of the State of Massachusetts Bay agreeable to the Law of Nations.'¹¹

John Calef appealed from this decision of the Maritime Court to the Superior Court of Massachusetts. Many months later, Joseph Parker, representing the English owners, was permitted by order of the General Court of Massachusetts to enter a claim to the ship.¹² The final outcome of these proceedings is not shown by the records at hand. It is not necessary to believe, however, that the ship was kept out of service until the

⁹ Court Files, DCIX, 108.

¹⁰ Court Files, DCIX, 108, 109.

¹¹ Court Files, DCIX, 109.

¹² Court Files, DCIX, 106, 107.

courts had finished with her. As the war went on and British sea power tightened its grip, ships available to the Americans became ever scarcer and more precious. Some way must surely have been found to press into service a vessel as fine as this one appears to have been. Sooner or later she must have been sent out as a privateer, or as an armed or unarmed merchantman. In any case, if she went to sea at all under the American flag in those perilous times, she probably ended her career as she had begun it: 'the property of some of the subjects of the King of Great Britain.'

U.S. Frigate Constitution in Borneo, 1845

U. S. Ship *Constitution*

Coast of Borneo, March 21st 1845

SIR

In compliance with your orders of the 18th inst. I proceeded with the boats under my command to the entrance of the Sambas river where I found a small native village called Ramon-Kat and a guard boat of the Dutch Government; to the officer in charge I reported the name and character of the ship and my wish to ascend the river to the town of Sambas. To this no objections being offered, we entered the main branch of the Sambas at noon of the 19th. This river we found to be a trifle over a mile in width & preserving a uniformity, not only in its dimensions but in its soundings and the character of its borders: the latter are formed by a thick undergrowth of Mangroves through which the water penetrates to some distance, affording no landing, except upon the thickly interwoven roots of this tree, and those of the Yzer wood. (We had occasion to cook two meals for the boats' crews upon these remarkable banks.)

In consequence of the great disparity between the ebb and flood tides, (the former running eight hours and the other four & a half) we did not reach the mouth of the south branch until midnight of the 19th; this branch of the Sambas is 22 or 23 miles from the sea & varies in width from 30 to 45 yards and its borders are similar to those of the main stream affording no foundation for towns or villages.

Being detained at the entrance of this branch by the ebb tide I despatched Dr Reinhardt to a village situated on a narrow stream a few miles from our anchorage, he was fortunate in obtaining a few specimens of plants. A small sampan which had accompanied us from the guard boat

NOTE. These two letters of William Craig Chaplin, Lieutenant, United States Navy, were given to the Naval Historical Foundation in April 1944 by James C. Chaplin, Esq., of Pittsburgh, Pennsylvania. They are published here through the kindness of Captain Dudley W. Knox, U.S.N. (ret.).

gave him a better opportunity to examine the banks of this shallow stream than one of our own boats could have done.

At daylight on the 20th after a night of incessant rain we arrived at the town of Sambas, twenty miles from the main stream. I called at once upon the Governor and made the report usual in such cases. With unlooked for hospitality he offered me a house and cooking establishment for the men and invited the officers to domesticate themselves in his own house; this kindness on his part was further increased in the course of the day by accompanying me to the Chinese & Malay towns, and the frankness of his replies to all my enquiries.

From the information which follows, obtained from Governor Baumgardt I felt satisfied that your order of the 18th did not require me to proceed any higher up the river.

This part of Borneo embracing the Sambas and all its branches extending from 32' of South latitude to 2° 40' of North: and from 108° 40' East to 110° 57' of East longitude comprising an area of 26304 square miles, contains a population of 50,000 Malays, 50,000 Dyaks and 50,000 Chinese and is entirely under the control of the Dutch Government to whom it was ceded in 1817 and has been held by it without interruption since that period.

Its commerce though limited is entirely unrestricted, excepting the articles of Salt & Gunpowder; these are monopolies of the Dutch Government and are contraband in vessels of other nations. There is also a small duty upon tobacco which is brought from China and the Island of Java, but with the exception of these articles all the Dutch possessions in the Island of Borneo are free to the traders of all nations. There is, however an inconsiderable Port-duty of one rupee per ton levied upon all vessels that ascend the river.

It is matter of surprise that this large territory affords *no articles* of commerce:— completely inundated at high water, communication with the few mountains observable from the Coast is only to be had by means of boats, and two of these mountains afford to the Dutch Government its only source of revenue and to the natives their only article of trade. (I should except however a close grained wood called the Yzer, principally used by the Chinese for furniture.)

The trade of Sambas, consisting chiefly of plain bleached, unbleached & printed cottons and calicos, has been monopolized by the English for many years, the Dutch do not even attempt to compete with them: the natives pay in gold; this metal is brought from the mountains before spoken of and becomes their only article of commerce as soon as free from

the earth in which it is found by the simple process of washing, and is worth eight hundred rupees or three hundred dollars to the pound. It is to be regreted that the demand on the part of the natives for cotton fabrics should be so inconsiderable, as the navigation of the river and the access to it is extremely simple and uniform, and the character of the natives if not naturally docile are rendered incapable of aggression by the close surveillance of the Dutch authorities, and vessels drawing 12 or 13 feet may ascend with perfect safety and ease to the town of Sambas.

I transmit herewith a chart of the river which the Governor offered to allow us to copy, and in closing my report I cannot avoid again referring to the kindness of Governor Baumgardt, the frankness of his communications, his cordially expressed desire that our commerce with this colony should again be renewed & his regret that business & the preparations he is making to leave for Batavia prevented him from visiting you on board the *Constitution*.

I am

Very Respectfully

Your ob^{dt} Serv^t

W. C. CHAPLIN

Lieut.

Captain John Percival
Com^{dg} U.S.S. *Constitution*.

U.S.S. *Constitution*

Coast of Borneo April 9th 1845

SIR

Pursuant to your instructions of the 7th inst. I left the ship with the boats under my command & proceeded to Mooarro Point which I reached at 7 o'Clock A.m. of the 8th inst., thence traversing the bay of Borneo I gained the entrance of the river (a narrow stream which I shall together with the bay more carefully notice before concluding my report) and passed on without interruption to the city of Borneo, arriving there at 2 P.M. of the same day.

On our passage up the river we encountered a large war Proa of twenty paddles, having an officer of the Household on board,* on his way as he informed me, to the ship, but on learning my object he decided to go back with me, although I urged him to proceed, assuring him of a kind reception on board.

Near the entrance to the city we were met by a messenger from the Sultan who was directed to conduct us to the Palace & on entering the

* See Note.

town two salutes were fired in honor of our arrival. Proceeding directly to the Palace I was received by the Sultan in a spacious & airy apartment & filled with a large concourse of persons of rank, the dais, or raised portion of the floor, upon which the throne stood was reserved for the principal officers of State, myself, & our interpreter: The Sultan rose as I entered, offered his hand to be shaken & desired me to be seated. I now informed him through the interpreter, that we were come to his country from the Sultan of America (I used this term as the most comprehensive one) to bring to him from that Personage a cordial greeting, assurances of friendship & his desire to cultivate a more intimate intercourse; That America was an extensive country with a numerous marine of both war & merchant vessels & a great variety of articles of commerce. That of the latter we had samples on board, intended as a present to his Majesty,—That in opening a trade with Borneo we had no desire to acquire a title to any portion of his Majesty's dominions, but simply an open & fair trade for our Merchant Vessels, protection to their crews, immunity from exorbitant exactions & a guarantee to that effect in the form of a treaty whose terms & stipulations should be made conformable to the views of the Sultans of both countries.

In the other scale I placed the advantages that would accrue to himself & subjects from such trade; that the import or export or measurement duties as might hereafter be agreed upon would go to his Majesty's treasury & that for the protection & encouragement thus afforded to our citizens, the Sultan of America when occasions offered, would manifest his friendship & thanks by sending to his Majesty, samples of the productions & manufactures of our own country.

To this speech carefully conveyed to his Majesty in short sentences by our interpreter, he replied through his chief Minister that it met his approbation, but that within a very short period he had granted to the English Government the exclusive right of trade in Borneo Proper & now he could do nothing for America.

To this I replied that it was not the custom of maritime nations to grant exclusive right of trade to any particular one, that in so doing a nation fettered its own industry, deprived its citizens of many advantages in the arts and agriculture — that the Divine Hand for a wise purpose had not bestowed the fruits of the Earth equally & alike upon every country & climate & that when too late the Sultan might have cause to regret so ruinous a policy.

His reply to this seemed to be made with a view of closing the door to anything in the shape of a treaty. It was that Mr Brooke was *now* the Eng-

lish Rajah of Borneo Proper & that nothing could be done without reference to him.

The next object of importance in your instructions was to ascertain whether we might obtain by purchase or otherwise the right to use certain mines of coal said to exist in the Island. But all negotiation on this point was cut short by informing me that within three weeks past an English War Steamer had visited Borneo with a special agent of the Queen of England who had purchased the exclusive right to all the coal within the Dominions of the Sultan.

The excuses of this Potentate for his inability to negotiate with us, as related above, might be regarded as new evidence of the crafty disposition, the scheming & treachery of the Malay character, and as an attempt on their part to extort from us a more lucrative inducement for the privilege of their trade; but we are in possession of evidence that corroborates the plain dealing of the Sultan & forces us to admit that in the despotic influence, so recently acquired by England over the mind of this obscure Prince, she has been more prompt in action than ourselves, & better prepared to take advantage of the trade of his Dominions & of that which is still more important, the use of the immense mines of Coal supposed to exist in this part of the Island, which in course of time must render incalculable benefit to commerce; when Steam, already an important auxiliary will become a chief agent in the commerce of the World.

The evidence alluded to in this case may be gathered from a paragraph in the English Papers of November last, which announced the appointment of Captain Bethune of the Royal Navy as Special Agent to the Island of Borneo — of his arrival at Singapore, while the *Constitution* was at anchor in that Port — his sudden transfer from a sailing vessel to a steam vessel — & the sudden change in the destination of that vessel, & this at a time when we had reason to know that he was aware of the destination & object of this ship — the fact also that Mr Brooke, a private English gentleman for many years a resident & Rajah in Borneo, has been desirous of transferring his large domain in the Island to the English Government together with his influence over the natives which is known to be so great, that in the instance before us, he was readily admitted to share the authority of the Sultan of Borneo *Proper*.

These circumstances forced the conviction upon my mind of the entire inability of the Native Sovereign to negotiate with us, and that further exertion on my part, for the present at least, would be fruitless.

Taking leave of his Highness, our course was again directed toward the Ship.

Passing in through the streets of this singular city, I found it difficult to account for the whim or taste, that led these people to build their large town, over a deep river, upon the insecure foundation of Bamboo piles; it was the more strange even supposing this point on the river to be the most desirable site, for here the hills generally rising abruptly from the water recede farther from its margin, & leave before them a plain of considerable extent, while their acclivities are sufficiently gentle to afford a site for a much larger town, & certainly for one of greater convenience to the inhabitants.

Communication even between near neighbours is accomplished by means of boats, & on the present occasion, which our arrival seemed to have converted into a holiday, the streets & alleys of the town were thronged with small craft filled with people of all ages, from the tottering grandsire to the almost helpless infant, and many of these little barks were so fragile & diminutive as to cause a constant apprehension for the safety of their living freight. The houses are rudely constructed & of small dimensions, but even within their contracted limits Oriental jealousy has found the means, to seclude the gentler sex from the gaze of strangers.

The formidable creese appears to be the constant companion of the men, evincing perhaps a natural timidity of character from which flows the treacherous & revengeful disposition proverbial of the Malay race; while the dilapidated condition of the heavy gun batteries that occur at two points on the river exposes the indolence of their habits, their want of energy & total inability to withstand an attack if made with any degree of vigour.

A description of the River & Bay of Borneo will be more comprehensive if taken from the South Eastern Point of the Island of Mooarro, which point may be regarded as the western cape of the Bay. From it the spectator beholds a wide expanse of water, hemmed in on the East by thick forests of mangroves & other marsh trees; on the west by a range of hills, rising abruptly to the height of two hundred & fifty feet & extending in a Southerly direction until lost to the sight. The river is not perceptible from Mooarro but pursuing a South-westerly course through a narrow channel running parallel with & within a mile of the hills on the western side of the Bay, a vessel may carry four & five fathoms water to its entrance. This slender passage is separated from the land on the West by a continuous bank of Sand and a rocky reef which forces it within two hundred yards of Pulo Cheriman & directly under the muzzles of a five-gun Battery. To the Eastward of this Channel & extending to the mangrove border of the Bay a distance of six or seven miles is spread out an immense

flat or bank of mud, the deposit of centuries from the unexplored rivers of the Mooroot country; this bank is perceptible at low water & the edges of the channel on both sides are very abrupt.

Passing the Island of Cheriman to the north & within pistol shot of a battery that covers the passage, the river is gained. It is this Island, situated at the entrance of the river and connected at low-water by a muddy Isthmus with a second range of hills running parallel to the first, that will hereafter contribute to the Steam Navigation of the China Seas. Between these two ranges of hills flows the river of Borneo, the second range, like the embankment of a canal separates it from the waters of the Bay.

The soundings in the river vary from 4 to 12 fths, being deeper as you approach the city; on both sides the hills rise sharply & are covered with shrubbery & dwarf pines. The stately Palm with its numerous kindred, so common within the Tropics is here almost a stranger, while the constant Mangrove rears its sombre & leafy boughs over the silent waters, wherever the debris from the hill sides affords sufficient support for its tenacious roots. Two clusters of houses only occur along the river & like those of the city are elevated on posts above the surface of the water; their aquatic inmates were observed toiling through the mud on their return to their homes from an excursion to the hills.

I have the satisfaction to inform you that the officers, men & boats under my charge have returned to the Ship without any accident occurring to either, & in perfectly good health.

I have the honor to be

Your ob^{dt} Serv^t

W. C. CHAPLIN,

Lieut, US Navy

Captⁿ John Percival

Com^{dg} U. S. Frigate *Constitution*.

NOTE. This individual had letters from Mr Brooke, which were shewn to me — they were directed to the Commanding officer of any of H. B. Majesty's vessels on the Coast of Borneo — and superscribed 'on public service.' a circumstance that exhibits the truth of the statement, made to me by the Sultan — viz 'that Mr Brooke now shared his authority in Borneo Proper.'

W C C



Great South Bay Scooters

BY DAVID B. TYLER

THE special needs of this war have spawned many ungainly amphibious and water-borne craft as, for example, Army 'Ducks' and Navy 'LSTs.' Unconventional and graceless as they may be, their usefulness in landing men and weapons has been proven. Who, in peacetimes, would dream of building a ship with drawbridge bow to vomit trucks? But special needs will bring forth unusual craft in times of peace as well as of war. When that happens they seldom burst full grown from their inventor's brow but mature slowly and acquire a certain amount of grace in the process. The scooter, an amphibian, which moves readily from water to ice or ice to water, is an example of such a peacetime product.

It is the answer to a local need. It matured in the vicinity of Great South Bay, Long Island. This bay, approximately forty miles long and varying from three to five miles in width, is separated from the Atlantic Ocean by a strip of sand—topped with grass-covered dunes and backed by salt marshes. The bay frequently freezes over in winter but the strength of the ice is made uncertain by the lack of persistently low temperatures at this latitude and by the effects of tide, ocean winds and currents from fresh-water rivulets. This is particularly true close to shore. The result is that water holes render the conventional iceboat of little use while ice prevents the extensive use of ordinary watercraft.

The scooter took shape during the decades of the eighties and nineties. The earliest printed description of a full-blown scooter that I have been able to unearth is to be found in the *Brooklyn Daily Eagle* of 14 February 1901. A few men who had a hand in the development of this craft are still living.

The ancestor of the scooter was a small flat-bottomed boat variously referred to as a 'punt,' 'punky' or 'dinky.' It was used at several shallow-water points along the Atlantic coast. The baymen of Long Island used it for fishing and duck-hunting. It was convenient for moving and setting

out nets or decoys. In winter it could be 'pike-poled' over the ice from one water hole to another. When used in deep water it was equipped with sail and, sometimes, with a centerboard. The mast and sail were small enough to be unshipped and stowed aboard when not in use.

One of these craft¹ is described in *Forest and Stream*, issue of 25 May 1876. It was referred to as a 'gunning skiff' and as an improvement upon the Barnegat sneak box. It had the following dimensions: over-all length 12 feet 9 inches, beam 4 feet 3 inches and 10-foot mast supporting a 14½-foot sprit. The decking was characteristic of these craft: 4 feet forward, 2 feet aft, 1-foot washboard and a 4-inch combing; an arrangement which left little room for crew but provided dry space for stowage and facilitated camouflaging with a thatch of grass during the duck-hunting season. What little sitting space remained was further constricted by the presence of a centerboard.

The evolution of the scooter, with this kind of craft as a starting point, was the work of baymen with business on the beach urgent enough to make them feel it necessary to cross the bay in mid-winter. Bleak and wind-swept, Great South Beach had two things to offer. On the bay side of the dunes were extensive feeding grounds for ducks which, fifty years ago, were plentiful and fair game over a long season. On the ocean side was a strip of sandy beach which, in the days of sail, became the final resting place of many a vessel heading for or away from New York harbor. Wrecks broke the monotony of the winter for the baymen. Until the establishment of life-saving stations in the 1870's the shore-dwellers could earn volunteers' pay on these occasions.² After life-saving became a professional matter a wreck was still something to be seen and there were always interesting and sometimes valuable items washing ashore through the pounding surf.

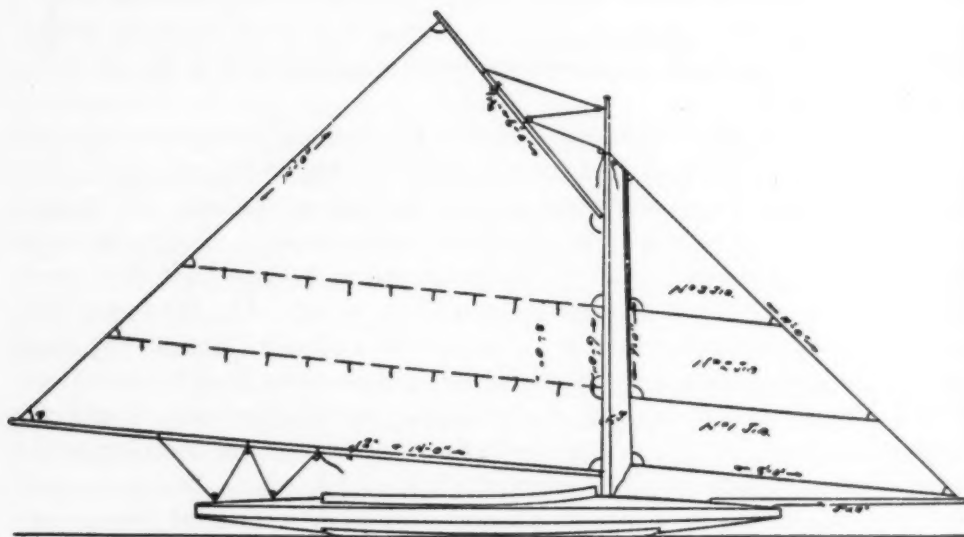
Gradually various baymen and members of life-saving crews developed a craft which could sail over the ice and through open water, if need be. They didn't bother to record their experiments nor did they go out of their way to inform each other of their progress. As a result, the present-day historian has very little data on which to work. As mentioned above, 1901 is the earliest date for a printed description of a scooter. However, from Newton Moger, once a life-saver, and from Wilbur Corwin, son of an old-time duck-hunter, I have secured considerable information.

¹ Built by Sam T. Gritman of South Oyster Bay, Long Island.

² The Government supplied some equipment but there was little supervision. One life-boat was found to have been used alternately as trough for mixing cement and for scalding pigs. First appropriation for crews to assist Keepers was in 1871. *Annual Report of the Operations of the United States Life-Saving Service for the Fiscal Year Ending June 30, 1867*, pp. 44-48.

No one knows who first put wooden runners on the bottom of a punty for pushing or pike-poling over the ice.³ If the wind was fair, sail could be used to advantage. No bayman needed to be told about that. There were other refinements, however, which had to be discovered by the trial and error method.

During the winter of 1876-1877 Wilbur R. Corwin and Daniel Petty built a shack on Great South Beach where they lived while employed as watchmen over a cargo of sugar aboard a grounded schooner. They were joined by Richard B. Hamel whose business was duck-shooting. These



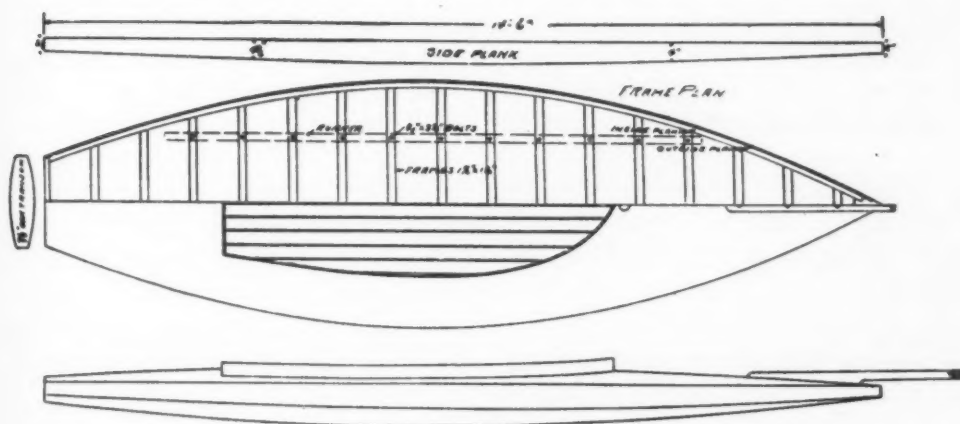
Drawing of Scooter from article by Henry V. Watkins
in *Yachting*, II (1907), 344-345

men made frequent trips to and from Bellport across the frozen bay and, in the process, discovered that they could reduce skidding by beveling the runners. Corwin seems to have been the one to find out that rockered runners increased the punty's speed and manoeuvrability. Steering on ice was done, at first, by dragging a pike-pole. In the water it was done with an oar or pole.

The success of the beveled runner made it obvious that iron or brass runners would be better still since they would make it possible to keep

³ George Bird Grinnell in his *American Duck Shooting*, published in 1901, advises the hunter to fasten iron shoes to the bottom of his gunning skiff to facilitate shoving over the ice (pp. 573-574).

the edge sharp. When it was seen that a strong wind would make the scooter heel and scrape her side two short lee runners were added. The most difficult problem was that of making this craft manoeuvrable in a blow. An ordinary rudder would lift off the ice when the scooter heeled and, furthermore, would prevent her from running up onto the ice from the water. This problem was solved by the use of a jib, which served to hold her 'off' when hauled in and allowed her to round up into the wind when let go. It was found that turns were facilitated by shifting weight forward to come up into the wind and aft for going 'off.' This called for



Drawing of Scooter from article by Henry V. Watkins
in *Yachting*, II (1907), 344-345

agility and skilfull timing on the part of the skipper. It was, of course, the rockered runners which made the shift of weight such an important matter.

In 1882 Corwin built a scooter which he named the *Jib* in the belief that he was the first to discover the possibilities of this sail on such a craft. That particular boat is still in existence and usable. Corwin gave his *Jib* its first real tryout by sailing himself and his wife from Bellport across the bay to a point within reach of the Smith's Point Life-Saving Station where the New York-bound, German-owned, ship *Margaretha* was stranded. This was the most spectacular of five wrecks which occurred almost an-

nually during the years 1878 to 1883 close to this particular station. The *Margaretha's* tonnage was 1,534 and her cargo of barrels of cement was valued at \$20,000. The crews of three stations converged on the beach two hundred and seventy-five yards away from the pounding vessel and, by means of a breeches buoy, hauled the twenty-two members of her crew safely to shore. Subsequently she became a total wreck.⁴ Corwin and his wife must have been among the first of the onlookers to arrive.

According to Mrs. Corwin's account,⁵ the scooter got them to the wreck (a good five miles away) in eight minutes. As she tells it:

I did not know it but in bouncing over the rough ice on the flats the jib sheet had gotten under my feet in the bottom of the boat. We jumped up on the meadow bank, up over a high seaweed bunk⁶ which ran along the meadow, back from the shoreline, and across the ice-covered meadows towards the bushes and hills.⁷

I exclaimed, 'My! Are you going to take me right over to the wreck?' And your father answered in a much jolted voice —

'Yes, if you don't get off that jib sheet.'

Thus effectively was the steering power of the jib demonstrated. After this Corwin made a business of taking underwriters, ship-owners and newspaper reporters across the bay over the ice to the scene of wrecks.⁸ Daniel Petty built several scooters for his friends and Henry V. Watkins, also of Bellport, went into the business of building them and shipping them to various parts of the country. Some of the latter's products went to the Shrewsbury, the Hudson and even as far west as Wisconsin.

Other baymen made parallel experiments at other places and at other times. This was true, at least, in the case of Newton Moger.

Born in 1865, Moger went to sea at the age of thirteen and became first mate of a three-masted coastal schooner when twenty-one. In 1892, two years after his marriage, Moger joined the Life-Saving Service. He was stationed at Blue Point, Long Island, where he served for the next ten years. During that time he owned three different iceboats which in themselves illustrate the transition from punt to scooter.

⁴ This wreck is described in *N. Y. Herald*, 28 June 1882, and in *U. S. Life-Saving Service Annual Report*, June 1882, pp. 164-165. From information received since this article was set in type, it appears that this first use of the jib may have taken place at an earlier date, when a four-masted schooner was stranded at a section of the beach called 'Fiddleton' and to the westward of Smith's Point.

⁵ As written down by her son in 1940.

⁶ Windrow of marsh grass.

⁷ 'Hills' must be translated into 'dunes.'

⁸ J. G. Knowlton has described a duck-hunting excursion guided by 'Wilbur' and 'Dick' starting from Bellport in *Sportsman's Magazine*, October 1896, pp. 32-36.

Moger's first boat was a flat-bottomed, square-ended punt fitted with half round galvanized iron runners. This was pushed over the ice with a pike-pole. His second one, bought from a Bay Shore gunner, had a pointed bow and a rounded stern. It was rigged to sail with a fair wind but Moger put a jib and mainsail on and made it sail nearly on a beam wind. It had flat $\frac{3}{4}$ -inch brass runners. The next year, 1895, he bought a boat built by Oscar Robinson, a member of the Bellport Station. It also had flat brass runners but the bottom was rounded. Fitted with a mainsail and jib, it would sail only on a beam wind. 'That,' as Moger explains the next step,⁹ 'caused talk amongst the crews each side of our station as to how to make them sail as we wanted them to sail. We finally decided on beveling the runners, but which way to do it? At last I said I would bevel mine opposite from the others in order to see which was the right way. They of Bellport thought, iceboat fashion, the leeward runner to hold on the ice [sharp edge outside]. I did mine [sharp edge inside] with the windward runner holding to the ice. Both would sail, only theirs wouldn't change course, it wouldn't either luff or keep off, whereas mine would.'

The development of scooters since then has been principally a matter of increasing sail yardage and weight. Dimensions have not increased very much; ranging from 12 to 20 feet over-all and 3 to 4 feet in beam. They must be sturdily built in order to stand up to the pounding they are bound to undergo. Usually white pine or cedar have been used because they are light, tough woods. The boat itself generally weighs from 150 to 250 pounds. As the gaff-rig replaced the spritsail so, in recent years, has the marconi-rig replaced the gaff. The tendency has been to place the runners farther apart to counteract the heeling, induced by enlarged sail area. This, in turn, causes thin ice to bend upwards between the runners and, of course, to break. The larger and heavier scooter is less manageable in water and less easily sailed back up onto the ice than the older, lighter one. It is more sporting, however, for it will go faster in a heavy blow.

As a rule scooters are not as fast as iceboats on a straight course. They have been known, however, to touch sixty miles per hour. Moger, on at least one occasion, sailed the five miles from Patchogue to the Blue Point Station in five minutes. Beginning about 1900 the scooter has been used almost exclusively for sport.

A Scooter Club was organized at Bellport in 1904 and a Great South Bay Scooter Racing Association was formed two years later. Shortly after this a number of one-design racing scooters were built. They were gaff-

⁹ Quoted from a letter to the author, 28 December 1943.

rigged and had the characteristic long bowsprit. The sport had many followers during the seasons when the ice was right.¹⁰

Newton Moger, the life-saver, was the central figure in one of the most dramatic incidents in which a scooter has figured. The story is best told as it was entered by the Keeper of the Blue Point Station in the log under 'General Remarks.' The following is a copy:¹¹

Sunday, 20 January, 1901. Latham who complained of being sick was given 24 hours leave, and he left station about 2:30 P.M. to cross to mainland on the ice in a boat called a scooter, when about 3 miles from the station his boat was seen to break through the ice, capsize and disappear and Latham was seen to be waving frantically for help. Moger 3 and Baker 4 were dispatched to his assistance, a flag was hoisted to let him know that he was seen, he could be seen from the lookout crawling on the ice which was breaking up fast. Moger reached him in about 1/2 hour after the accident and was seen to haul him aboard and all made for the shore at Blue Point the nearest land, the wind was blowing strong WSW and ice moving fast making it impossible for them to return. Secured the services of 3 substitutes as follows John Ciccio #5 John Oakley #3 Selah Oakley #4.

FRANK RORKE, *Keeper*

Monday, 21 January, 1901. Day watch John Oakley sub.

Cleaned house, gear in good order.

Moger 3 and Baker 4 attempted to return to duty, when about 2 miles distant from the station signaled they could proceed no further and were going around meaning they would return via Smith's Point.

Moger and Baker reached station 8:40 P.M.

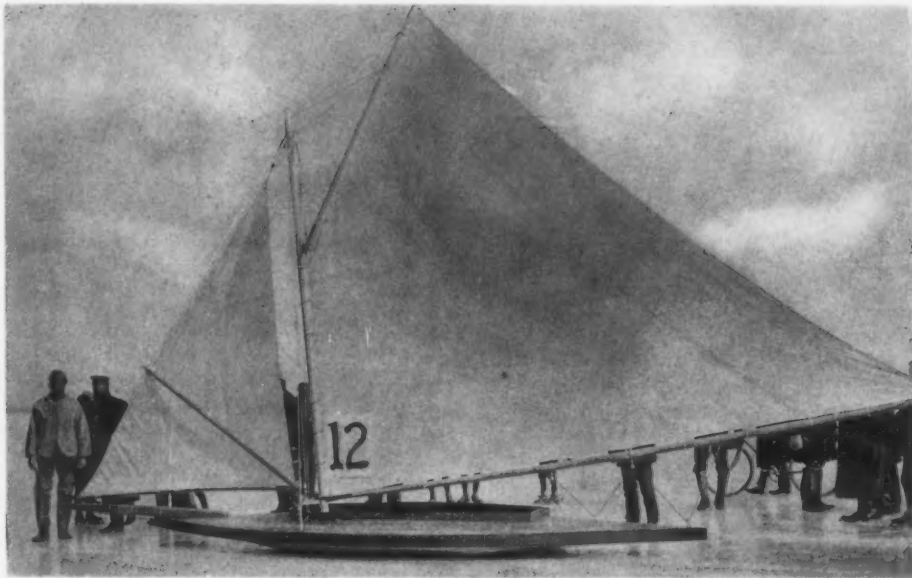
Telephone OK.

FRANK RORKE, *Keeper*

Of course there was more to the story than this. The reason Moger and Baker were able to cross the bay without capsizing was that each had his scooter reefed and under better control than Latham's had been. Moger, reaching Latham ahead of Baker, realized that the cracking ice would break under Latham unless he kept moving. He swept up to him at a rate of about twenty-five miles per hour. Latham sat on one pole with his feet on another and faced the approaching scooter. As the boat came alongside Latham grabbed the rigging with his left hand and at the same moment Moger reached out and grabbed him. Their combined efforts

¹⁰ This activity is described in *Yachting*, VII, 240-241; XVII, 73-74; XXIV, 207; and in numerous articles in the *Patchogue Advance* and the *Brooklyn Daily Eagle*. One scooter migrated to Essex County, Massachusetts, in consequence of one of the *Yachting* articles. Augustus P. Loring, Jr., who then owned a camp on Graveley Pond in Wenham—a body of water rather small for the successful use of an ice boat—having read an account of the Long Island scooters, ordered one, had it shipped to Beverly Farms, Massachusetts, and hauled to Graveley Pond, where he used it for a number of years.

¹¹ These entries were copied from the log by Moger who found the log in storage at the Fire Island Station.



Scooter at Tuthills Creek, 11 March 1905

*Reproduced from a photograph by H. S. Conklin, through the courtesy of H. S. Conklin, Jr.
The scooter is just coming out of the water. Mr. Ira Otis is in the scooter,
and Dr. Frank Overton on the box.*



Line up of Scooter Race, 23 February 1903, at Patchogue, Long Island, organized by the *Brooklyn Eagle* and managed by Mr. Fred Flugraph



Scooter Race, 18 February 1905, at the South Bay Yacht Club-house, Patchogue, Long Island

Reproduced from photographs by H. S. Conklin, through the courtesy of H. S. Conklin, Jr.

got him aboard, the scooter continued on its way as the poles dipped under water.

This was a difficult manoeuvre, neatly accomplished. I asked Moger for a few more details regarding it. His reply was as follows:

Always before that day we had sprit mainsails, but we hadn't any ice for a few days so we changed our sprits and put gaffs on. I could hoist the peak and make her luff or lower it and make her keep off as you can't sail a scooter dead before the wind with no rudder to guide it. I would pick out an object on the ice and then work both peak and jib and see just how close I could come to it and not hit it. I held the jib sheet in my left hand peak halyard in my right until I got close to him.

Now no discredit in any way to Baker but he never got nearer than a mile of Latham. He lowered his peak and left it that way whereas, not blowing my own horn, I worked every conceivable means I could think of. If I saw a piece of ice where it had run together I would figure that was Latham and see just how I would do when I got to him. As I passed each of these objects I would throw the piece of rope I had with one end fast to the boat. I would throw it with my left hand to see how close I could do it in case I missed him, but I got him without it.

It had been my assumption that Moger and Baker were unable to return to the Station the following morning because of open water and a head wind. However, as Moger explained:

The ice on the beach side of the bay was a mass of jumbled-up ice all run together, up edgeways and a regular mess that a scooter or nothing else in the shape of a boat could get through or over. It was what we call salt water ice, that is like leather. It will bend up and form just the shape of your boat and unless you have plenty of wind you can't do nothing. We found a place large and strong enough to hold our scooters up and got them turned around. It was from there that I took a red scarf I was wearing around my neck and signaled to the Station that we were agoing around by Smith's Point where the bay is less than $\frac{1}{4}$ of a mile wide and nearly always open water on account of a very swift current. We went from Patchogue to Smith's Point by horse and wagon. Latham's brother-in-law, Harry Paine, drove us. We then had a nice 10 mile walk through the beach sand, each wearing hip rubber boots, but we got there.

Had it been an expanse of open water that confronted them, Moger and Baker would have been stopped just as effectively. Moger writes with regard to sailing a scooter in rough water:

Take my advice and don't do it. I had one experience. I had to cut my whole rig off and throw it overboard to save weight then sit down and row until I got ashore and only about a mile to go. I never tried it again.

As noted in the Station log, substitutes were hired to stand the watches of the absent members. Curiously enough, the outcome of this incident

was that Moger, the life-saver, was penalized a day's pay for saving the life of a station-mate. Probably the superintendent was finding it difficult to squeeze funds out of Congress and may have justified his action on the grounds that a life saved in the bay was something different from one saved in the ocean. Moger left the Service in 1902 and moved with his wife from a house on the beach to Patchogue where he lives today.

These baymen and life-savers knew how to fashion and how to handle small boats. The scooter shows that they knew how to make craft that would meet their winter as well as their fairweather needs. It is this kind of ability which is exhibited by Seabees and Landing Craft crews today as they meet the urgent needs which are a part of amphibious warfare.



Notes

WHO BUILT THE *Enterprize*?

DURING the long history of the United States Navy many vessels have been almost personified and have become heroes in the minds of the public. The *Alliance* of the Continental Navy, the *Constellation* and the *Enterprize* of the Quasi-War fleet, the *Constitution* and the *Enterprize* again during the Barbary Wars, the *Monitor*, the *Hartford*, and the *Olympia* are examples. With the exception of the *Enterprize* practically every detail of their design and construction is known and four of the vessels have been preserved to the present day. But the identity of the builder of the *Enterprize* and the place of her construction have been given incorrectly in every history of the Navy, in every history of American naval architecture and even in works devoted solely to the history of the *Enterprize* herself.

The design has been attributed variously to Benjamin Hutton and to William Price. Price usually has been named as the actual builder. Baltimore is always given as the scene of her building.

None of these statements are true. In the course of an investigation into the technical history of the vessels which comprised the United States Navy during the Barbary Wars the facts have been uncovered. Just why there should have been so much confusion is not clear because these facts have been in print and readily available since 1803. In that year William Duane, the then equivalent of the Government Printing Office, published at Washington: *Documents Accompanying A Message From the President of the United States Containing Detailed Accounts of Expenditure of Public Monies by Naval Agents from 1st January 1797 to 31st December 1801*. On pages 231-233 appear

the items concerning the construction of the *Enterprize*.

'212 Henry Spencer, builders bill 3489.2' definitely determines the identity of the builder of the *Enterprize* beyond all question. Because of its general interest the entire account for the vessel is given below.

But what of the place where the *Enterprize* was built? On that the accounts are silent. The Naval Agent was in Baltimore and it has always been concluded the vessel was built there. The conclusion seems to be in error. Among the papers of Captain John Shaw, U.S.N., now in the collections of the Naval Historical Foundation there is a manuscript biography of Shaw, the first commanding officer of the *Enterprize*. It was written by Lt. Henry Ward, U.S.N., very soon after Shaw's death. The men were evidently close friends and what Ward had to say about Shaw is corroborated by official papers in the Navy Archives. The biography states definitely that when Shaw took command of the *Enterprize* she was 'a new vessel built on the Eastern Shore of Maryland.'

'By expenditures on account of this department, from the 20th November 1798, to the 31st January 1800, admitted to his [Jeremiah Yellott] credit under the following heads, viz.

ENTERPRIZE SCHOONER

Cost and Equipment. First Class.

VOUCHERS NO.

96	Paid sundry tradesmen, laborers, &c. work on board	13.12
97	Benjamin Kentio, freight from Philadelphia	26.50
98	Charles Smith, do	16.
104	John Beatty, drayage, tar and pitch	.50
105	Sundry tradesmen, laborers &c work on board	111. 6
106	George Reese, 4½ cord wood	27.25
206	Sundry tradesmen, laborers, &c work and drayage	152.86
207	Jeremiah Yellott, for bacon	18.82
208	Job Smith, 74 lb. bread	4.84

209	Jeremiah Yellott, spirit issued to workmen, &c.	54.
210	Ditto wharfage and storage	144.
211	Wm. L. Richardson, superintending, &c.	146.25
216	Henry Warking, cleaning and repairing pistols	4.
217	Dixon Brown, stage hire and labor	289.76
219	William L. Richardson, 1/2 cord wood	3.
221	Wm. M'Kinzie, attendance to reduce rum	3.
331	Sundry persons, drayage, freight and storage	19.67
332	George Higson, heaving down, cooperage, &c.	288.83
339	William Jacobs, making sails, &c.	74.70
419	H. Greist and H. Magaw, drayage, &c.	4.72
420	Joseph Biays, 185 1/2 days joiners work	370.50
426	King and Davis, tools, attendance, and coppering	36.67
427	John M'myer, boring scupper holes, &c.	15. 7
		1825.12

Second Class.

35	Jeremiah Yellott, copper spikes and bolts	941.57
107	John Dorsey, 2 anchors	161.46
212	Henry Spencer, builders bill	3489. 2
213	Edward Gatie, mast hoops, &c.	24.
214	Lemon and Levering, tar and rozin	20.67
215	Thomas Tool and Son, 29 gallons varnish,	14.50
216	Henry Warking, smith's work	119. 4
217	Dixon and Brown, masts, spars, &c.	139.56
218	Hetty Clark, nails, spikes, &c.	62.89
334	Jeremiah Yellott, 25 lb. tallow	4.17
335	John Hillen, 79 lb. soal leather	15.80
336	Adam M'Clean, 4 staunchcons and staples	6.39
337	James C. Stewart, housing, marline, &c.	18.43
338	William Tillyard, paints and oil	91.27
339	William Jacobs, sails, rigging, etc.	2092. 6
340	Taylor and Kennedy, smith's work, &c.	644.85
420	Joseph Biays, plank and boards	158.56
421	James Stewart, sheathing paper, &c.	38.33
422	John Dorsey, 1 kedge anchor	19.33
423	William Smith, cordage	2303. 6
425	Daniel Burke, 2 boats	182.48
426	King and Davis, rudder, bands, &c.	133.74
427	John M'Myer, blocks, &c.	269.83
		10,951.01

Third Class.

220	Thomas Tool, 20 gallons black varnish	10.
221	William M'Kinzie, casks, &c.	405.80
231	Wales and Clopper, 157 lb. candles	55.74
337	James O. Stewart, 2 padlocks	1.60
338	William Tilyard, painting schooner, &c.	44.50
340	Taylor and Kennedy, 1 iron spit	2.
342	Jesse Hollingsworth, 1 barrel tar	3.

343	James Stewart, axe, ladle, &c.	5.92
344	Richard Pearse, 10 yards diaper	3.11
345	John Hillen, 68 lb. soal leather	13.60
346	George Aikin, 1 dozen tea spoons, &c.	21.
347	Edward N. Clopper, 15 tons pig iron	600.
348	I. Hollingsworth, 10 tons pig iron	400.
349	George M'Dowell, stationery	6.44
350	I. Rice and Co. do	36.83
351	Joseph Harkins, jun. lanthorns, &c.	84.92
352	William Jacob, sail cloth	104.64
353	Joseph Harkins, jun. candlesticks, &c.	70.16
420	Joseph Biays, table for cabin	10.
424	W. and I. Morgan, 3 buckets	3.
425	David Burke, oars, sweeps, &c.	78.27
427	John M'Myer. 7 serving mallats	2.80
428	M. M'Causland, 100 lb. soap	13.87
429	S. Coombs and Co. 6 table cloths	21.
430	Thomas Poultny, armourer's tools	4.11
431	King and Davis, binnacle lamps, &c.	16.
433	Robert Gilmore and Sons, old cable	77.16
435	W. P. Matthews, paints and oil	82.56
436	James Stewart, glass and china ware	32.50
437	James Stewart, boatswain's stores, &c.	276.71
341	John Coler, hand cuffs, &c.	141.59
		2628.83

Ordnance Account.

103	John Pool, 15 powder horns	11.25
232	John Hagerty, 6 reams cartridge paper	15.
341	John Coler, boarding pikes	23.33
359	R. Shaw, 1 file	1.50
360	Benjamin Amos, 300 gun flints	2.25
361	Cath. Miltinberger, 1 dozen sheep skins	12.
362	Adam M'Clean, 12 gun worms	12.
363	Pat. Dugan, 800 flannel bags	107.16
364	Elias Botner, 20 cartridge boxes	50.
364	Joseph Harkins, junr. copper measures, &c.	32.01
366	Taylor and Kennedy, ironing carriages, &c.	188.85
431	King and Davis, 1 cartridge box	3.
432	Frederick Shaffer and Co. 20 gun brushes	4.44
434	William Slater, 1/2 dozen screw drivers	1.50
439	Jon M'Myers, gun carriages, &c.	263.67
440	Pat. Dugan, 122 flannel bags	16.77
441	King and Davis, 300 lb. musket ball	40.
442	John Chalmer and Son, 56 lb. match rope	42.
		826.73

Subsistence Account.

122	Job Smith, 130 barrels bread	492.03
223	William Jessop, 4 barrels Indial meal	18.66
224	William Hartshorn and Son, 660 gallons rum	490.05
225	Benjamin Williams, 27 bbls. beef and 27 bbls pork	702.
226	Susan Simmes, 10 barrels potatoes	6.66
227	John Walloon, 10 do	6.67
228	James Walker, 16 do	10.67

229	Eunion Williams, 5 barrels flour	50.
230	Benjamin Crowell, 10 quintels cod fish	30.
231	Wales and Clopper, cheese and butter	185.60
354	William Cole, 1690 lb. rice	59.15
355	Robert Rusk, 147 lb. beef	11.43
356	Jesse Hollingsworth, 7 bbls. pease	26.13
357	Nathan Levering, 151 gallons molasses	75.50
438	William Tinker, 1071 lb. beef	74.97
		2239.52

Contingent Account. First Class.

333	William Pitt, pilotage, &c.	272.
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Hospital Account.

358	N. Levering, 195½ gallons vinegar	48.87
371	I. C. Neilson and Co. groceries for hospital	213.01
372	Joseph Harkins, junr. saucepans, kettles, &c.	21.37
444	W. P. Matthews, medicine, &c.	379.62
		662.87

M. V. BREWINGTON

THE SHIP *Crusoe*

ONE does not have to look far in the marine news of sailing-ship days to find dramatic and fantastic tales of what many of them went through. Among these not the least interesting is that of the *Crusoe*, built by Elias Jenks in South Salem for the Rogers Brothers in 1828.

The Salem Ship Registers list her as registered in Salem in 1828 and of 294 tons burden. Her only registration was on 23 December of that year: John W. Rogers, Charles Hill, owners; Charles Hill, master. A footnote states that she was lost at Manila in a gale in 1831.

In the issue of the *Salem Register* for 3 July 1886 was published a long letter about the ship from Henry A. Pond. He recalls that he and other boys watched the building of the ship and asked John W. Rogers what would be her name. He said 'Once there was a man cast away alone on an island with his man Friday' and the boys shouted 'Robinson Crusoe.' 'Soon after Mr. [Joseph] True, the carver, exhibited the sections of his elaborate stern-piece, on which he had spent a long time,' . . . 'it represented Robinson himself, Friday, the goats, huts, trees and

foreground, gilded and decorated in Mr. Xenophon Shaw's inimitable style, together with the figurehead equally skilful in carving and gilding.'

'The day for the launch was set . . . craft in the neighborhood were finely decorated . . . a crowd assembled . . . a cheese some 2½ feet in diameter and 14 inches thick . . . on a lengthy work-bench accompanied by a keen-edged broadaxe with which to sheer off generous slices with ship crackers &c.'

'She was duly launched and warped to Derby Wharf and soon after sailed [sic] 1 January 1831 [she sailed 1 January 1829] for Batavia and Canton [she sailed for 'the Brazils']'

In the absence of her logs dependence must be placed on the Marine News in the *Essex Register*. The preliminary dates are those of the issue of the paper.

1829. 1 January. She sailed from Salem for the Brazils. Charles Hill, master.

9 April. At Bahia, Brazil, 8 February from Salem.

16 April. At Bahia 28 February for Pernambuco the next day.

11 May. At Pernambuco 2 April loading.

15 June. Sailed 12 May for St. Petersburg, Russia.

20 August. Spoken 10 July off Oland, Sweden, 56 days from Pernambuco for Cronstadt.

17 September. At Cronstadt 25 July for Salem in 10 days.

12 October. Arrived at Boston 52 days from Cronstadt, 44 from Elsinour.

22 October. Cleared at Boston for Salem.

26 October. Arrived at Salem 23d. from Boston.

21 December. Sailed from Salem 19th. for Boston.

Notice of her sailing from Boston has not been found, but it is evident that she soon sailed for Calcutta for —

1830. 2 December. She arrived in Boston 28 November 1830, Hill, master, from Calcutta 28 June, Sand Heads (not in the *Gazeteer*) 8 July. The only later

notice found implies that early in 1831 she sailed for the East Indies as on —

1831. 6 October. She was at Batavia 26 May, [George] Putnam of Salem, master, whence she sailed 25 May for Manila and China.

In Putnam's *Salem Vessels and Their Voyages*, IV, p. 117, it is said that she was in port for several days and ready to sail for Canton when she was driven ashore in a gale. Effort to save her were useless and she was abandoned in December 1831. Nevertheless in the *Essex Register* of 1832 we find 'The ship *Crusoe*, formerly of this port, has been got afloat at Manilla where she was abandoned and was to sail for Boston under the Spanish flag.' This confirms the writer's suspicion as expressed in his article in the April 1942 issue of the *Historical Collections* of the Essex Institute on the work of Joseph True, wood-carver, that she had not been entirely abandoned.

Without quoting in full this former account it may be pardoned if certain portions are repeated here. It is there said that on the third voyage of *Crusoe*, Putnam still in command, she sailed early in January 1831 for Batavia, Manilla and Canton and that after being driven upon a sandy beach and abandoned by the owners the Spanish Governor of the Island turned out the natives, who digging a canal or trench, buoyed her off uninjured. She was then named *Bueno Sucesso* and sailed under the Spanish colors. She was last heard of through a Salem sea-captain who had been one of the small boys who had watched her building. While strolling along the wharves he happened to spy a dismantled hulk with a Spanish name but of evident Yankee build. Upon examination he discovered the stern-board with its carving of Robinson Crusoe which he had seen thirty or forty years before, that is, say, 1830 or so.

For some obscure reason True failed to include in his account book his charge for the elaborate work upon the *Crusoe*. This book covers the period from 1811

to 1858, that is until about the time he left Salem.

At the time of her only registration in Salem, 23 December 1828, her tonnage is given as 294 yet in the *Sketch of Salem* (Batchelder, p. 216) it is given as 350.

How long she had lain there upon the mud flats remains a mystery. Was she by any chance one of the great fleet pressed into service to carry the army of gold-seekers to the West Coast in 1849?

HENRY WYCKOFF BELKNAP

A RECENT PROBLEM IN SHIP HANDLING

SIMILAR in urgency to the problems facing Captain Simmons of the Ship *Crystal Palace*¹ were the courses of action open recently to Captain S. W. Barnes of the three-masted schooner *Lucy Evelyn*.²

Bound without cargo from New York to Nova Scotia, Captain Barnes encountered head winds in Nantucket Sound and was forced to anchor off Handkerchief Shoal. On 26 October 1943, he was lying in this rather exposed position with a northeaster making up. Not anticipating a storm of great severity, he decided to ride it out with two anchors. Towards evening of 26 October, the *Lucy Evelyn* was being buffeted by winds of almost hurricane strength and was tossing uneasily in a nasty sea. Suddenly, after nightfall, both chains parted and she was swept off to leeward, in danger of stranding on one of the many near-by shoals.

With great difficulty, sail was gotten on the schooner and she scudded westward under control but with no hope of finding shelter, at least until daylight when she could make her plight known to some power vessel. It was still pitch black, however, when she arrived off Vineyard Haven and it was here that Captain Barnes was confronted with a choice between two alternatives. Should he run into the Bight and attempt to

¹ Joanna C. Colcord, 'Salving the Ship *Crystal Palace*,' *The American Neptune*, III (1943), 314-326, IV (1944), 31-44.

² 'The Schooner *Lucy Evelyn*,' *The American Neptune*, II (1942), 327-330.

beach his ship or should he continue westward until daybreak, when he might reasonably expect to meet another vessel which could pass him a tow line?

The risks attendant upon entering Vineyard Haven Bight were, in general, those involved in handling a large, unwieldy schooner in comparatively confined waters — the danger of striking another vessel at anchor but unseen in the darkness, the chance of not being able to work ship fast enough to assure her being set ashore at the desired point and the possibility of fetching up on a submerged rock while approaching an apparently favorable beach. To these risks must be added the certainty of the vessel receiving some damage from beaching and of her experiencing some delay in the matter of salvage.

On the other hand, there were definite risks in continuing westward in the obscurity of a stormy night. She might collide with another vessel running with or without lights through the gale. An error in piloting, easy to make under the prevailing conditions, might lead to her grounding somewhere in Vineyard Sound. Again, it has been suggested that in continuing westward when without cargo, she would have run the risk of making a great amount of leeway and, consequently, of stranding on one of the Elizabeth Islands which comprise the north shore of the Sound. Study of a chart of Vineyard Sound, however, will show that it runs from ENE to WSW, widening steadily from about two and one half miles off Nobska to four miles at Gay Head. Therefore, since the wind is stated to have been northeast, *Lucy Evelyn* would have had it some two points on her starboard quarter, a fact which seems to destroy the validity of this argument. Finally, there was a certainty in this course of action, too — the certainty of being blown many miles to leeward and of losing considerable time on the trip to Nova Scotia.

Before reading further, those interested in the study of piloting may care to

stop and consider what they would have done in the above circumstances.

It is always true that armchair judgment should be tempered with the realization that to be involved in such a situation as has been described is often quite different from being able to reason with complete detachment on the matter. Therefore, we should be careful not to criticize Captain Barnes too harshly upon noting that the course which he followed turned out badly for the vessel.

Rather than continue westward, in some danger of collision or stranding and sure of losing considerable distance to leeward, Captain Barnes decided to enter Vineyard Haven Bight and beach *Lucy Evelyn* on the shore which is sandy for the most part and favorable for such a maneuver. Unfortunately, owing to stress of weather and darkness, the crew were not able to douse the mainsail quickly enough to prevent the schooner from striking the outer side of the Vineyard Haven breakwater instead of ranging up on the beach. Pinned against the rocks by wind and tossed by choppy seas, she soon chafed several holes in her starboard side, filled and sank.

Since she was without cargo, it was stated that temporary repairs, enabling her to be pumped out and raised, would be relatively easy to effect. Nevertheless, the expenses of salvage were such that her owners forfeited their interest and acquiesced in her sale at a United States Marshal's auction, held on 27 November. She went to Dr. Chester E. Glenn of Oak Bluffs, Massachusetts, for \$3,550.

ROBERT H. I. GODDARD, JR.

TWO MASTS SQUARE-, TWO MASTS SCHOONER-RIGGED

THE rig of my title could also be described as 'a schooner chasing a brig.' Although often used on big steamers of the seventies and eighties, it was not common enough on sailing vessels to be given a name of its own. Only one sailing vessel, as far as can be discovered, ever

carried it as an original rig. This was the *Olympic*, a 1469-ton wooden vessel built at Bath, Maine, in 1892 by the New England Shipbuilding Company for the management of Captain William H. Besse. Captain Besse was greatly impressed by the big barkentines then coming into prominence in the West Coast lumber trade, particularly their ability to sail without ballast, and decided to build one for himself to carry Oregon pine spars and ship timbers around the Horn. But Captain S. B. Gibbs, who was appointed to command the *Olympic*, felt that a barkentine was not suitable for a square-rigged shipmaster. Captain Besse then recalled that he had bought a Civil War gunboat, the *Genesee*, in 1868, and on account of her length — her dimensions were 207 x 35 x 12 feet — had rigged her as a bark with a fourth mast schooner-rigged. The *Hattie C. Besse*, as he had renamed her, had sailed well enough, so the two captains put the rig on the *Olympic*.¹ (Plate 39.)

The *Olympic's* mainmast was replaced by that of an orthodox barkentine in 1917, as shown in plate 40. She later became a fishing barge and her hull was afloat a couple of years ago in Los Angeles Harbor. *Hattie C. Besse*, 666 tons, has been recorded as the first four-masted vessel to enter the Columbia River; she was wrecked in 1871 on the Washington coast.

Two examples of the rig were produced in Australia, both converted iron steamers, *Omeo*, 789 tons (Plate 40), was built at Durham, England, in 1858, converted to sail in 1881, hulked in Australian waters about 1905 and wrecked some seven years later.² *City of Adelaide*, 887 tons, was built at Glasgow in 1864, converted to sail in 1891, hulked in 1910 and scuttled in 1915. Both vessels came about their peculiar rig at the time of conversion through the addition to their original bark rig of a fourth mast about where the funnel had been.

¹ *Sea Breezes*, X (1927), 190.

² *Ibid.*, XIII (1930), 299.

In 1911 the wooden four-masted bark *King's County*, a 2061-ton vessel built in Nova Scotia in 1890, lost her mizzenmast and yards and for reasons of economy was refitted with a schooner-rigged mast. She was condemned at Montevideo later the same year.³

A name often proposed for this rig is 'jackass bark,' but there is no evidence that this term was applied to the vessels themselves. *Olympic's* portrait is given as an illustration of a 'four-masted bark' in *Merchant Vessels of the U. S.*, 1893, while *Susquehanna*, square-rigged on three masts and schooner-rigged on the fourth, is shown as a 'four-masted ship.' *Omeo*, *Olympic* and *City of Adelaide* were all listed at Lloyd's as 'four-masted barks'; but the latter, when at San Diego in 1897, was referred to in the newspapers both as 'bark' and 'barkentine.'

JOHN LYMAN

THE LATER HISTORY OF AMERICAN SAILING-SHIPS 'SOLD FOREIGN' PART VIII

Vessels built at Bangor, Maine

Gold Hunter. Bark, 206 tons, built 1849 at Bangor, Maine.

Sold to Australia 1876 [SQBD of Melbourne]. Dismantled 1890, still afloat 1913.

Premier. Ship, 1,116 tons, built 1853 at Bangor, Maine.

Sold to Norway 1874 [HJGW of Drammen]. Dismantled 1894.

Carlotta (or *Charlotte*) *A. Littlefield*. Bark, 572 tons, built 1864 at Bangor, Maine, by J. Littlefield.

Sold to Norway 1886 [JFRQ of Mandal]. Foundered October 1890.

Vessels built at Belfast, Maine

Arran. Ship, 1,064 tons, built 1855 at Belfast, Maine.

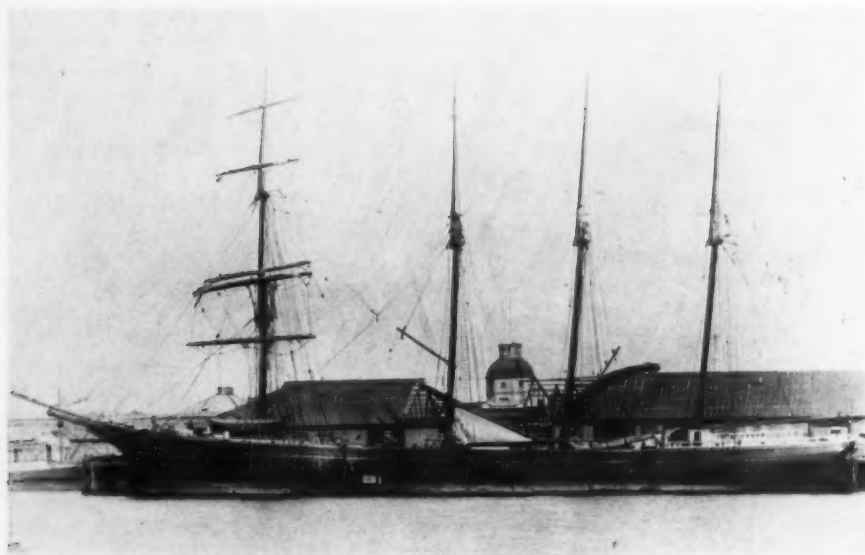
Sold to Great Britain 1865 [VPGH of Greenock]. Wrecked 3 February 1886 Sand Island, Gulf of Mexico, on voyage Greenock-Mobile.

³ F. W. Wallace, *In the Wake of the Wind Ships* (New York, 1927), p. 226.

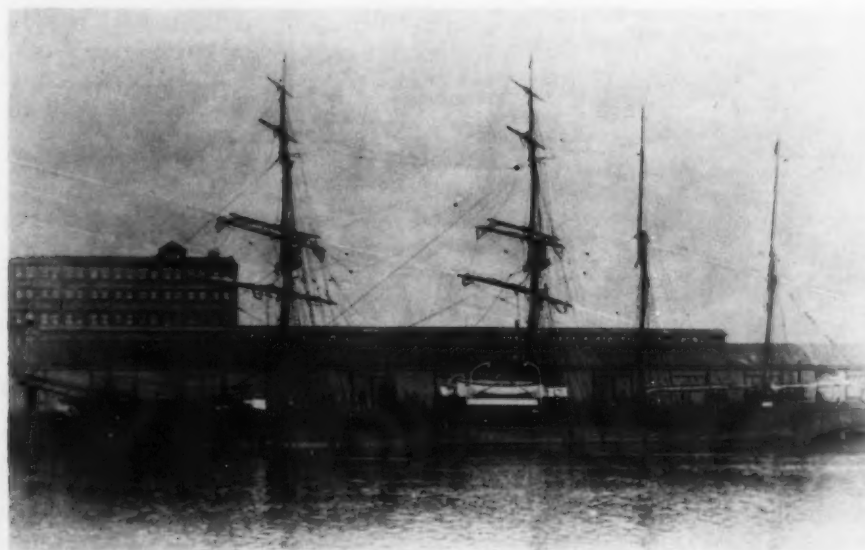


Olympic, built at Bath, Maine, 1892, as rerigged after a dismasting.
She originally carried double topgallants, main-skysail, and a
spike bowsprit

Reproduced from a photograph by Allen's Photo Supply Co., San Francisco



Olympic as a barkentine with leg-of-mutton spanker



Omeo, built at Durham, England, 1858, as a steamer, and converted to sail in 1881

Reproduced from photographs by Nautical Photo Agency

Rivadavia. Bark, 321 tons, built 1856 at Belfast, Maine.

Sold to State of Mecklenburg 1860 renamed *Ludwig* [WVSM of Rostock]. Sold to Belgium 1865 [of Antwerp]. Sold to Holland 1877 renamed *Nicolaas* [PMRF of Harlingen]. Sunk 1895.

Leonora. Ship, 1,510 tons, built 1869 at Belfast, Maine, by J. W. White & Co. Sold to Austria c. 1885 [HLPJ of Trieste] and to Italy 1894 [QFCF of Naples]. Not traced after 1906.

Vessels built at Bowdoinham, Maine

Windsor Castle. Ship, 972 tons, built 1854 at Bowdoinham, Maine.

Sold to Great Britain 1863 [of Liverpool]. Foundered 31 January 1869 in 47° 39' N, 11° 54' W on voyage Liverpool-Bassin, coal.

Vigilate. Ship, 990 tons, built 1866 at Bowdoinham, Maine, by R. Purington.

Sold to Germany 1876 renamed *Amelia* [of Geestemünde]. Sold to Norway 1889 renamed *Fiorella* [HDWP of Christiania]. Returned to American registry 1899 as *Trojan* [HSDB of Pensacola]. Still in Register 1911.

Vessels built at Brewer, Maine

Templar. Bark, 638 tons, built 1862 at Brewer, Maine, by J. T. Tewkesbury.

Sold to Italy c. 1885 renamed *Salomone* [RVFM of Catania]. Not in 1897 Register.

Evening Star. Bark, 702 tons, built 1863 at Brewer, Maine, by J. J. Tewkesbury.

Sold to Norway c. 1874 [of Christiansand]. Stranded 10 January 1885 near St. John's Point, Jamaica on voyage Jamaica-Savannah-le-Mar.

Florence Treat. Bark, 724 tons, built 1865 at Brewer, by J. Oakes.

Sold to Australia 1886 [QHTL of Sydney, New South Wales]. Stranded September 1893, 10 miles SW of Breaker Point, China. Wind force 11. On voyage Singapore-Shanghai, timber.

Vessels built at Brunswick, Maine

Daniel Elliott. Bark, 642 tons, built 1854 at Brunswick, Maine.

Sold [nationality and date unknown] renamed *Alberto*. Sold to Germany 1877 renamed *Christel* [of Hamburg] and to Norway 1885 [HKVL of Tönsberg]. Converted to lighter 1911.

Abrolhus. Ship, 1,253 tons, built 1855 at Brunswick, Maine.

Sold to Great Britain 1868 [of Liverpool]. Sprang a leak and dismasted in North Atlantic. Crew and 36 passengers taken off by bark *Mathilda Hilyard* [of St. John, New Brunswick] on 3 May 1869.

Marcia Greenleaf. Ship, 1,177 tons, built 1855 at Brunswick, Maine, by J. S. Given.

Sold to Norway 1882 renamed *Craigal-lion* [HFLT of Christiania]. Stranded October 1893 and condemned.

Annie Kimball. Bark, 723 tons, built 1856 at Brunswick, Maine.

Sold to Great Britain c. 1874 [of Liverpool]. Picked up derelict in 32° N, 19° W, and towed into St. Vincent 23 January 1875, not making water, no news of crew.

I. L. Skolfield. Ship, 1,385 tons, built 1879 at Brunswick, Maine, by G. B. Skolfield.

Sold to Mauritius 1893 [WPKQ of Port Louis]. Broken up 1904.

Vessels built at Calais, Maine

Pam Flush. Bark, 928 tons, built 1855 at Calais, Maine.

Sold to Great Britain 1862 renamed *Avalance* [TSDH of Liverpool]. Last record 1880.

Royalston. Brig, 261 tons, built 1855 at Calais, Maine.

Sold British 1867 renamed *Almata* [VRBC of Turk's Island]. Hulked c. 1887.

Rachel. Ship, 897 tons, built 1856 at Calais, Maine.

Sold to Norway c. 1874 renamed *Carin* [JFKT of Mandel]. Not traced after 1898.

Emma and Alice. Bark, 724 tons, built 1874 at Calais, Maine, by J. and C. Short.

Sold to Great Britain 1878 [of Greenock]. Founded 29 June 1879 in 10° 11' S, 127° 50' E, on voyage New South Wales-Banyrewango, coal.

Vessels built at Camden, Maine

Sandy Hook. Bark, 425 tons, built 1863 at Camden, Maine.

Sold to Italy prev. 1886 renamed *Alabama* [of Genoa]. Broken up 1890.

Manhegan. Ship, 1,142 tons, built 1876 at Camden, Maine, by Carleton & Co.

Sold to Australia 1882 [KBGC of Sydney, New South Wales]. Stranded 26 August 1887 Cape Colony.

Vessels built at Damariscotta, Maine

Golden Rule. Ship, 1,197 tons, built 1855 Damariscotta, Maine, by Wm. Hitchcock.

Sold to Canada 1883 [of Quebec]. Missing since March 1892.

B. D. Metcalf. Ship, 1,188 tons, built 1856 at Damariscotta, Maine, by Metcalf & Norris.

Sold to Norway c. 1874 [HVSG of Arendal]. Sold to United States 1901 renamed *Senator Penrose*. Later barge *Wabash*.

Arizona. Bark, 745 tons, built 1857 at Damariscotta, Maine.

Sold to Great Britain c. 1864 renamed *Cambay* [TWFN of Liverpool]. Sold to Holland 1894 [NHPW of Gravenhage]. Not traced after 1895.

Solid. Bark, 916 tons, built 1864 at Damariscotta, Maine, by Austin Hall & Co.

Sold to Germany 1874 renamed *Marie Louise* [QBKG of Bremen]. Sold to Russia 1893 renamed *Maria* [of Mariehamn]. Not traced after 1895.

Union. Bark, 977 tons, built 1865 at Damariscotta, Maine, by E. Norris & Co.

Sold to Norway 1883 renamed *Alice* [JVMT of Arendal].

Don Justo. Bark, 694 tons built 1869 at Damariscotta, Maine, by G. W. Lawrence.

Sold to Sweden c. 1892 renamed *Dahlia* [JBKN of Landskrona]. Broken up 1911.

Normandy. Bark, 1,112 tons, built 1877 at Damariscotta, Maine, by Clark & Curtis.

Sold to Barbados 1916 [SRDC of Bridgetown]. Lost by fire May 1919.

Vessels built at Eastport, Maine

Garland. Barkentine, 164 tons, built 1847 at Eastport, Maine.

Sold to Ireland 1860 renamed *Happy-go-Lucky* [PQWC of Belfast]. Out of Register after 1895.

Waverley. Bark, 458 tons, built 1863 at Eastport, Maine.

Sold to France c. 1875 renamed *Persévérance* [of Marseilles]. Sold to Greece prev. 1886 renamed *Fani Calouta* [of Syria]. Last record.

Vessels built at Falmouth, Maine

Cherokee. Brig, 283 tons, built 1829 at Falmouth, Maine.

Sold to Germany c. 1875 [HBPC of Memel]. Out of Register 1890.

Artizan. Ship, 892 tons built 1855 at Falmouth, Maine.

Sold to Ireland 1873 renamed *Elcano* [of Belfast]. Stranded 31 December 1879 Hen and Chicken Rock, Lewis, Hebrides, on voyage Belfast-New York.

Vessels built at Frankport, Maine

Nautilus. Ship, 1,142 tons, built 1856 at Frankport, Maine.

Sold to Canada [of Quebec]. Sprang a leak 3 October 1878 in 23° 26' N, 50° 59' W, wind force 12, and condemned. On voyage Bremerhaven - Philadelphia.

Czarina. Bark, 595 tons, built 1859, at Frankport, Maine.

Sold to Canada 1864 [RPNL of St. Andrews, New Brunswick]. Sold to Norway c. 1875 renamed *Anna* [HWJM of Arendal]. Last record 1904.

Vessels built at Freeport, Maine

Time. Bark, 699 tons, built 1855 at Freeport, Maine.

Sold to Norway 1874 renamed *Nymph-en* [HGBS of Drammen]. Wrecked November 1893.

Norwegian. Bark, 933 tons built 1861 at Freeport, Maine, by Briggs & Cushing. Sold British 1867 [HWMV of Hamilton, Bermuda]. Missing since 9 November 1881 sailed New York for Liverpool, petroleum.

C. H. Soule. Ship, 1,075 built 1863 at Freeport, Maine, by Soule.

Sold to Canada 1865 [VLNM of St. John, New Brunswick, later of Greenock]. Abandoned 19 May 1876 in 30° 30' S, 33° 13' E, wind WSW, force 10. On voyage Sourabaya-Queenstown, 1,599 tons, sugar.

C. M. Davis. Bark, 1,023 tons, built 1863 at Freeport, Maine, by Briggs & Cushing.

Sold to Great Britain 1865 [VHMT of Leith]. Foundered 26 September 1886 pumps choked, in 44° 30' N, 43° 20' W, wind force 11, on voyage Chatham, New Brunswick-Bordeaux, lumber.

Uncle Tobey. Ship, 1,305 tons, built 1866 at Freeport, Maine, by C. E. & C. Soule.

Sold c. 1878 renamed *Hermann* [nationality not known]. Sold to Hawaii 1884 renamed *Thomas R. Foster* [of Honolulu].

Jennie S. Barker. Ship, 1,076 tons, built 1869 at Freeport, Maine, by G. & C. Bliss.

Sold to Norway c. 1884 renamed *Louise* [of Sandefjord]. Sold to Argentine 1902 [of Buenos Ayres]. Still in Register 1921.

Vessels built at Harpswell, Maine

Evening Star. Bark, 297 tons, built 1859 at Harpswell, Maine.

Sold British 1865 [WJVB of Turks Island] later renamed *Betsy* [nationality not traced]. Sold to Sweden 1886 renamed *Gerda* [HSPK of Karlshamn]. Stranded November 1889.

Juan F. Pearson. Bark, 508 tons, built 1864 at Harpswell, Maine.

Sold to Great Britain 1874 [MNHD of London]. Stranded 10 January 1877 Big Mud Island, Tusket, Nova Scotia, on voyage New York-Amsterdam.

Vessels built at Kennebunk, Maine

Chas. H. Lord. Ship, 930 tons, built 1860 at Kennebunk, Maine.

Sold to Great Britain 1867 renamed *Asiatic* [WVH of London]. Missing since 17 March 1875 on voyage Pensacola-London, timber.

Nonantum. Bark, 1,041 tons, built 1861 at Kennebunk, Maine.

Sold to Great Britain 1876 [LSTJ of London]. Stranded 22 November 1880 near Cape Anquilla, Newfoundland, wind force 12. On voyage Miramichi, New Brunswick-Gibraltar.

Arabia. Ship, 1,221 tons, built 1863 at Kennebunk, Maine.

Sold to Great Britain 1872 [of Port Glasgow]. Pooped and foundered 18 November 1873 in 28° N, 63° W, on voyage Calcutta-Boston, linseed.

Arlington. Bark, 627 tons, built 1863 at Kennebunk, Maine, by Titcomb & Perkins.

Sold to Norway 1875 [HWM of Arendal]. Abandoned at sea 1891.

Hamilton (ex *Charles Thompson*). Ship, 1,228 tons, built 1871 at Kennebunk, Maine, by J. A. Harmsen.

Sold to Germany 1879 renamed *Margarethe* [QDGS of Bremen]. Returned to American Registry 1901 as barge *Hamilton* [JLGF of New York].

Defiant. Ship, 1,814 tons, built 1875 at Kennebunk, Maine, by N. Thompson. Sold to Germany 1884 renamed *Amphitrite* [QDGS of Bremen]. Missing since August 1890.

Lizzie. Barkentine, 223 tons, built 1875 at Kennebunk, Maine, by T. Jackson. Sold to Australia 1877 [QPHR of Adelaide]. Abandoned December 1888.

Trojan. Ship, 1,608 tons, built 1875 at Kennebunk, Maine, by Titcomb & Thompson.

Sold to Germany 1880 renamed *Heinrich* [QDFM of Bremerhaven]. Broken up October 1906.

Vessels built at Millbridge, Maine

Ennis. Barkentine, 295 tons, built 1870 at Millbridge, Maine.

Sold to Italy 1877 renamed *Edoardo D* [of Cagliari], 1885 renamed *Eugenia* [PCLM of Savona], 1889 renamed *Maria Cichero* [Genoa] and 1892 renamed *Ariete* [NFLK of Genoa]. Out of Register 1897.

Sophia R. Luhrs. Bark, 661 tons, built 1874 at Millbridge, Maine, by Sawyer. Sold to New Zealand [SBLP of Wellington]. Stranded 5 June 1888 entrance Kaipara harbour.

Vessels built at Newcastle, Maine

Seth Sprague. Bark, 598 tons, built 1847 at Newcastle, Maine.

Sold to Australia c. 1865 renamed *Moonta* [of Adelaide]. Broken up 1902.

Florida. Ship, 1,111 tons, built 1851 at Newcastle, Maine.

Sold to Great Britain 1861 renamed *Erin-go-Bragh* [of Liverpool]. Sold to Calcutta Government 1864.

Winfield Scott. Ship, 1,385 tons, built 1851 at Newcastle, Maine.

Sold to Germany prev. 1876 renamed *Savannah* [QCMR of Bremen]. Sold to Norway c. 1890 [HJWL of Christiania]. Not in 1897 Register.

Advance. Ship, 1,388 tons, built 1852 at Newcastle, Maine.

Sold to Great Britain 1867 [TMGC of Liverpool]. Sailed Callao 7 October 1869 with 2,000 tons guano, sprang a leak after rounding Cape Horn, on 26 January 1870 when north of Equator decks started in hurricane. Abandoned 12 February 1870. Crew rescued by an American bark and landed at Cork 10 March.

North America. Ship, 1,463 tons, built 1852 at Newcastle, Maine, by Austin and Co.

Sold to Portugal 1875 renamed *Marianna VI* [of Lisbon]. Sold to Brazil c.

1886 renamed *Philadelphia* [of Rio Janeiro]. Lost 1894.

Chancellor. Ship, 1,812 tons, built 1856 at Newcastle, Maine.

Sold to Great Britain 1863 [VGJM of Liverpool]. Condemned and sold to Chili 1885 renamed *Dominga Santa Maria* [HBSP of Valparaiso]. Not in 1897 Register.

Vessels built at Pembroke, Maine

Arthur Pickering. Bark, 202 tons, built 1847 at Pembroke, Maine.

Sold to Australia c. 1876 [of Melbourne]. Broken up 1890.

N. M. Haven. Bark, 414 tons, built 1862 at Pembroke, Maine.

Sold to Australia 1864 renamed *Queensland* [VJMB of Sydney]. Missing since 15 February 1879 on voyage Newcastle, New South Wales - Auckland, New Zealand.

Martin W. Brett. Bark, 449 tons, built 1863 at Pembroke, Maine.

Sold to Denmark 1881 renamed *Giuseppe* [of St. Thomas, Dutch West Indies]. Condemned c. 1888 at Plymouth, England, and sold.

Vessels built at Portland, Maine

Lizzie Homans. Bark 709 tons, built 1855 at Portland, Maine.

Sold [nationality and date unknown] renamed *Sylvia* and to Norway 1877 renamed *Kosmos* [HVKM of Arendal]. Stranded 1890.

Banebery. Ship, 1,197 tons, built 1858 at Portland, Maine.

Sold to Great Britain 1863 renamed *Perseverance* [VPHJ of Liverpool]. Burnt 1883.

Eugenie. Bark, 403 tons, built 1864 at Portland, Maine, by Lawrence & Co. Sold to Great Britain 1867 [TMHC of London]. On fire 16 February 1875 at Stanley, Fiji Islands, and scuttled. Reported sold to Germany 1876 [of Hamburg] but probably hulked.

Genevieve M. Tucker. Bark, 519 tons, built 1870 at Portland, Maine.

Sold to New Zealand c. 1880 [QHWJ of Wellington]. Hulked later, afloat 1919.

Vessels built at Richmond, Maine

William Patten. Bark, 606 tons, built 1848 at Richmond, Maine.

Sold to Norway c. 1873 renamed *Olaf* [HLMK of Tönsberg]. Out of Register 1894.

Lorenzo. Ship, 1,121 tons, built 1853 at Richmond, Maine.

Sold to Great Britain 1874 renamed *Ada E. Oulton* [LHGJ of Hull]. Rebuilt 1876 and in 1878 reverted to *Lorenzo*. Stranded 6 January 1885 and lost on Sydney Island, Phoenix group, South Pacific.

Walter Lord. Ship, 1,079 tons, built 1854 at Richmond, Maine.

Sold to Great Britain c. 1868 renamed *Fow-T'Sun* [VNCK of Liverpool]. Out of Register after 1874.

Atalanta. Ship, 1,116 tons, built 1857 at Richmond, Maine.

Sold to Great Britain c. 1873 [of Greenock]. Lost 19 June 1876 by explosion at Cardiff.

Waverley. Bark, 810 tons, built 1857 at Richmond, Maine.

Sold to Norway 1875 renamed *Amalie* [HPKR of Christiania]. Burnt 1888.

Lucibelle. Ship, 914 tons, built 1859 at Richmond, Maine.

Sold to Great Britain 1863 [VGND of London]. Wrecked 22 May 1871 at Honolulu.

Leda. Ship, 1,287 tons, built 1868 at Richmond, Maine. Sold to Germany 1876 [of Bremen]. Stranded 28 December 1879 on Goodwin Sands, wind force 9, on voyage New York-Bremen, 8,400 barrels petroleum.

Cuba. Ship, 1,128 tons, built 1872 at Richmond, Maine, by Harward & Theobald.

Sold to Germany 1886 [KNMS of Geestemünde]. Abandoned January 1901.

Queenstown. Ship, 1,507 tons, built 1876 Richmond, Maine, by J. M. Hager.

Sold to Germany 1886 renamed *Standard* [QDWP of Bremen]. Wrecked 1919.

Vessels built at Rockland, Maine

David Kimball. Bark, 373 tons, built 1853 at Rockland, Maine, by Thomas.

Sold to Cape Colony 1864 renamed *G. T. Kemp* [QKNH of Port Elizabeth]. Hulk at Gibraltar 1890.

Squando. Ship, 1,032 tons, built 1856 at Rockland, Maine.

Sold to Great Britain 1862 renamed *Latona* [RTQV of Liverpool]. Foundered 18 January 1890 about 30 miles WSW Tuskar light, wind force 11, on voyage Cardiff-Cape Town, coal.

Martha Cobb. Ship, 1,249 tons, built 1862 at Rockland, Maine, by F. Cobb.

Dismantled October 1890. Sold to Holland c. 1894 renamed *Selika* [PRWK of Rotterdam]. Out of Register 1904.

Vessels built at Searsport, Maine

Camilla. Bark, 453 tons, built 1862 at Searsport, Maine.

Sold to Holland 1876 renamed *Libra* [PJFR of Nienwediep]. Wrecked March 1892.

Arletta. Bark, 372 tons, built 1864 at Searsport, Maine.

Sold to Portugal prev. 1886 renamed *Nobreza* [HJBD of Lisbon]. Abandoned at sea September 1889.

S. F. Hersey. Ship, 961 tons, built 1865 at Searsport, Maine, by W. McGilvery.

Sold to Australia c. 1886 [QHsv of Melbourne]. Dismantled 1890.

Robert Porter. Bark, 825 tons, built 1866 Searsport, Maine, by D. S. Goodale.

Sold to Canada c. 1883. Stranded 14 December 1885.

Amy A. Lane. Barkentine, 382 tons, built 1867 at Searsport, Maine, by Lane.

Sold to Great Britain c. 1889 [of Fowey]. Sold to Sweden 1894 renamed *Amyalane* [JFNC of Helsingborg]. Not in 1907 Register.

Frederick W. Carlon. Bark, 504 tons, built 1875 at Searsport, Maine, by W. McGilvery.

Sold to Norway 1891. Stranded 3 May 1892 Spanish Point, Barbados, British West Indies, on voyage Para-Savannah.

Premier. Ship, 1,392 tons, built 1875 at Searsport, Maine, by W. McGilvery. Sold to Germany 1879 renamed *Ida and Emma* [of Bremen]. 1884 renamed *Else* [QDRK of Bremen]. Wrecked January 1898.

Vessels built at Thomaston, Maine

Oracle. Ship, 1,017 tons, built 1853 at Thomaston, Maine, by Chapman & Flint.

Sold to Great Britain 1861 renamed *Young England* [VDFQ of Liverpool]. Abandoned at sea March 1863.

Bethiah Thayer. Ship, 903 tons, built 1856 at Thomaston, Maine.

Sold to Great Britain 1875 renamed *Margarita* [LNKT of Cardiff]. Burnt 1883.

Eagle. Ship, 1,715 tons, built 1859 at Thomaston, Maine, by O'Brien.

Sold to Great Britain 1864 [VNQP of Bristol]. Hulked at Gibraltar 1886.

Colonel Adams. Ship, 1,516 tons, built 1860 at Thomaston, Maine.

Sold to Great Britain [VNWF of Liverpool]. Burnt 1883.

Oracle. Ship, 1,163 tons, built 1863 at Thomaston, Maine, by Chapman & Flint.

Sold to Peru 1875 [of Lima] and to Germany 1877 renamed *Marie Siedenburg* [QDCH of Bremen]. Foundered October 1903.

Pauline. Bark, 619 tons, built 1864 at Thomaston, Maine.

Sold to Great Britain 1874 [of London]. Dismantled July 1878 at Cardiff.

H. L. Richardson. Ship, 1,492 tons, built 1865 at Thomaston, Maine, by J. Watts & Co.

Sold to Germany 1887 renamed *Fritz* [QDLB of Bremen]. Condemned February 1901. Reduced to barge, returned to American Registry as *Gaston* [of Baltimore].

Joseph Fish. Ship, 1,263 tons, built 1866 at Thomaston, Maine, by S. Watts & Co.

Sold to Germany 1886 renamed *Atlantic* [QDCP of Bremerhaven]. Wrecked August 1903.

Pride of the Port. Ship 1,180 tons, built 1866 at Thomaston, Maine, by Thompson & Walsh.

Sold to Germany 1875 renamed *Diamant* [QCWV of Bremen]. Picked up 23 August 1886, waterlogged and abandoned, in North Sea. Crew rescued by steamer and landed at Cuxhaven.

Martha A. McNeil. Bark, 965 tons, built 1868 at Thomaston, Maine, by Burgess and O'Brien.

Sold to Norway 1883 renamed *Pioneer* [HBJP of Fredrikshald]. Reduced to lighter 1911.

Frank Flint. Ship, 1,402 tons, built 1875 at Thomaston, Maine, by Chapman.

Sold to Great Britain 1876 [LRHK of Greenock]. In 1877 took 154 days on voyage Liverpool-Bombay. Hulk 1882 Gibraltar.

DANIEL R. BOLT

ADDITIONAL NOTES ON LATER HISTORY
OF AMERICAN SAILING-SHIPS
'SOLD FOREIGN.'

The following notes are submitted in amplification of certain entries in Part VII of Mr. Daniel R. Bolt's series, published in *THE AMERICAN NEPTUNE*, IV (1944), 72-73.

Favorite (Mystic, Connecticut, 1863) should be *Favorita*.

Eusebia N. Roy (New Haven, Connecticut, 1852). The half brig *Eusebia*, late *George C. Ackerly*, listed in American Lloyd's Register of 1862 as built at Fairhaven in 1852, and then owned by L. Roye and others of Monrovia, Liberia, is doubtless the same vessel.

Chimborazo (Warren, Rhode Island, 1851) was actually built and owned at Thomaston, Maine, by Edward O'Brien.

Ocean Favorite (Warren, Rhode Island, 1854) should be *Ocean's Favorite*. She is given in American Lloyd's for 1882 as *Isabel Craggs*.

Princess Alexandra (Newport, Rhode Island, 1857) was originally the *J. A. Hazard*.

JOHN LYMAN

Documents

A STORM AT SEA

THE U.S.S. *Hornet* was originally a brig of 18 guns, 440 tons and with a complement of 140 officers and men. She was designed by Josiah Fox and built in Baltimore in 1804. In 1811 she was riggered as a ship. Her first commander was John Dent who was succeeded in 1809 by Theodore Hunt, her commander until 1811. During the War of 1812 she was commanded by two of the most famous Naval heroes of the War of 1812; James Lawrence and James Biddle. The history of this ship under these two distinguished officers is too well known to need repeating.

From 1809 until January 1811 the *Hornet* cruised the Atlantic coast on patrol duty. Between these dates, to be specific, 3 August 1810, she sailed for England carrying Lieutenant Spence with special dispatches for William Pickney, the American Ambassador to Great Britain.

The *Hornet* arrived at Portsmouth, England, on 3 September 1810 and Lieutenant Spence was landed. The *Hornet* then went to La Hogue and sailed from there in October. On 30 October 1810 the *Hornet* encountered a terrific storm in mid-Atlantic. This gale is vividly described in the original log of the *Hornet*.

Tuesday 30th October 1810.

Commences with strong Gales and cloudy Weather. At 2 set the M.T.M. Stay Sail. At 1/2 past 2 haul'd it down. At 3/4 past 2 haul'd up the Main Sail. Clew'd up the F. Top Sail and down Jib. At 1/4 past 3 set the Main Sail. — Air 66° — Water 76°. At 1/4 past 4 haul'd up Main Sail and down Jib. At 1/2 past 4 set Jib and M. Sail. At 1/2 past 5 down Jib

and furl'd the Main Sail. Took the 3rd. reef in the F. T. Sail and 2nd reef in the M. Top Sail. At 3/4 past 5 close reef'd the F. T. Sail — took the 3rd. reef in the M. T. Sail. Reef'd the Fore Sail. At 6 strong Gales and squally. Temp. of the Air 66°. Water 74°. At 1/2 past 7 the Gale increasing. Laid the Brig too under close reef'd M. Top Sail and F. T. M. stay Sail. Hous'd top gallant mast.

From 8 till 12 Lying too — a very heavy confused sea — at 11 cut away the Stern Boat. Shipped several Seas over the Quarter. At 1/2 past 11 secured the hatches fore and aft. At 12 Wore Ship. At 1/2 past 12 the wind suddenly shifted to the N and E and blew with great violence. Clew'd up and close reef'd M Top Sail which was instantly blown from the yard. Got the Brig Before the Wind and scudded under reef'd Fore Sail. At 1 AM a most tremendous heavy sea running, with most violent Gales, accompanied with severe flashing of lightening and hail squalls. At 1/2 past 1 the F Storm Stay Sail was blown out of the Bolt Rope. At the same time parted the F. T. M. spring stay. The Gale and Sea increasing to the greatest fury, hove overboard all the Round, Grape and Cannister Shot on deck. The Sea making a fair breach fore and aft, found it necessary to lighten the Brig and consequence hove overboard 6 of the 32 Pd. Cartridges.

At 1/2 past 12 AM found it still necessary to lighten the Brig, hove overboard Two hundred round and D'B'L headed shot from below and 10 boxes of Grape and Cannister from the Ward Room. The Sea having swept away all of the movable articles on Deck including the Compasses, Binacles, Spongers and Rammers and indeed everything but the Boats, Spars and Arms Chests.

At 4 the most furious Gales with a tremendous heavy Sea going and which was constantly breaking over the Stern and Quarters. The Decks constantly

filled with water and the Pumps kept constantly going, which with difficulty kept the Brig Free. The Brig in some Measure releiv'd. At 8 unbent the F. T. M. Stay Sail & bent it for a F. Storm Stay Sail. At 10 the Gale still continuing with the greatest of fury and finding the Brig making 6 feet of water and very uneasy, was compelled to cut away the S'T'D Bower Anchor and to heave two more of the 32 Pd. Carronades overboard, which gave the Brig more ease. At noon the Gale still continuing with the greastest fury, the weather however looking a little better. The Brig scudding under reef'd Fore Sail.

Contributed by E. Lee Dorsett.

THE HORRID MURDER OF CAPTAIN SAMUEL TOPLIFF

Nassau New Providence Aug^t 7 1811.
STATEMENT of the horrid murder committed upon Mr. Samuel Topliff¹ & W^m Holbert by the crew of the scho^r *Syren* of which said Holbert was master on her passage from Eleuthera with a cargo of pineapples & Brazeteto wood bound for New York said statement given by one of the crew while in prison who was afterward cleared.

August 5th. Sailed from Eleuthera one of the Bahama Islands for New York with a fine SSW Wind with a pilot on board and on the 6 to 5 PM discharged the pilot & at 6 the north part of Egg Island bore S by E distance 2 Leagues. Nothing remarkable took place untill about 9 o'clock as the Cap^t had been about one hour before counting his money over to ascertain what was left after paying for the cargo, the cook at the same time being in the cabin & seeing the money & money being of that tempting nature he immediately went upoon deck & made

¹ Captain Samuel Topliff was the father of the proprietor of the Merchants News Room of Boston, who in turn was the forerunner of the Associated Press.

known to the crew what he had seen. This immediately induced them to contrive some plan to gain possession of it, the plan contrived was as thus, when the watch is called for 8 o'clock it will be Mr Topliff's watch on Deck & the first opportunity that should offer we will deprive him & Cap^t Holbert of existence. The time arrived to call the watch for 8 o'clock when Cap^t Topliff came upon Deck & after a short space of time seated himself alongside the companion with his head lying upon the same, and at the same time Cap^t Holbert had turned in his berth below, a short time elapsed when one of the crew a Spaniard named Antonio Loregoa who had the helm perceived that Cap^t Topliff was asleep he then thought it to be a good opportunity to carry their design into effect. He immediately called to the cook whose name was Nicholas Jase a Spanish Indian to come and take the helm & he would go forward and get the hatchet which was in his chest & carry their design into execution. Accordingly he went forward got his hatchet & proceeded to the fatal spot where he gave the Death blow to Cap^t Topliff by striking him with the hatchet upon the back part of his neck which allmost shivered his head from his Body, then across his head, ran a knife through his neck into the companion & kept him down till they had striped him of his clothes & plundered his pockets of 5 doubloons & his watch, then cast him into the sea. Nicholas Zauney a Greek at the same time went below in the cabin in order to dispatch Cap^t Holbert who a minute before was asleep in his berth but the noice & confusion upon Deck that moment awaked him when said Nicholas was about to stab him in his breast with a knife when Cap^t Holbert rise up & in his strugling he with him mist his aim & run the knife up to the handle in his thigh & broke it off & left it in. Cap^t Holbert at this sprang from his berth & caught said Nicholas by the throat & threw him upon the floor & was

just ascending up out of the cabin when said Antonio hearing a considerable scuffling below was just going down when Capt Holbert was coming up out of the cabin said Antonio gave him so severe a blow with the hatchet he had in his hand that it laid his head open & he fell backwards into the cabin. Said Antonio followed after & pierced him through with a knife five or six times & cut him in such a shocking manner that his bowells came out & in a manner his frame was all in pieces. They then made a rope fast to him & hauled him out of the cabin onto the Deck & then cast him into the sea. All hands then took possession of the Vessel went below in the cabin & broke open the trunk which contained the money & shared it among them. They then went to work and cut the colours up to put the money in & made narrow long bags about as wide as a dollar. 7 put the money in, then put them round their bodys & put their clothes over them to prevent discovery & for convenience then all hands retired to sleep except one who kept the helm steering as was by them supposed for some part of Florida. At 4 o'clock on the 7 discovered a sail bearing down upon them & in her near approach found her to be the brig *Moselle* Capt Boyce of 20 guns on a cruise from New Providence. They knowing their fate if taken by them wore about and stood in for Eleuthera then in sight & under their lee. The brig pursued after them as far as was prudent for them to run, on account of shoals, not overhauling her she hawled her wind & stood off. They then run the schooner on Egg Island Reef, got out the boat, took what valuable articles was on board and made off for Andrews Island, they seeing a small fishing Boat lying off to an anchor supposed some people to live on the Island. Immediately after they landed they saw a man on the beach when he had approached to them they pretended to be poor unfortunate sailors who had been cast upon one of the keys two days

before & represented to him that their situation was very distressing for they were strangers to the place which they were in & had lost everything & almost starved as they had had nothing to eat being castaways. The planter seeing their situation as he supposed & feeling for them immediately said to Nicholas Jose the cook if you will go with me up to my house I will send sufficient supply of provisions for them. The cook proceeds onwards with the planter for his house but on the way the cook feeling greatly displeased with his shipmates because they did not when the money was shared give him his share it vex him to a degree that he was determined to betray them, which he did by saying to the planter as they were proceeding onwards: Will you save my life if I will save yours? The planter stood in surprise & wished him to explain his meaning. The cook immediately related the following: These men you are about to give provisions are murders & seek your life, they have no longer than yesterday evening murdered the Capt and mate of their Vessel to which they belonged to, and seeing a man of war brig in chace of them they run the vessel ashore on the rocks and left her after plundering her of every valuable article and have come here. Seeing your boat lying off here they thought they would make known to you their distress situation and see if you would bring them to Nassau, making you believe that place was where they wished to go—and in case you are willing to carry them as ever you get off from the Land they mean to murder you and your negroes, take the boat and go over to Cuba where they think they shall be safe. The planter says if that be the case I shall send nothing down to them, but collected his negroes together about fourteen in number, armed them and went down in open view, and the villains see them coming would make off in their boat, caught them and tied their hands behind them and made them fast to

some logs of wood untill he could go up to his house get his sails bring down and bend them. Then took the villians on board and proceeded on his way to Nassau. On the passage the villians desired him not to care them to Nassau, they did wish to go there. He told them to be quiet for they were murderers and he should have them put into prison as ever he got there. They acknowledge their guilt and offered him all the money they had not to go to Nassau, but he refused taking any of it. When getting to Providence they were examined before the police officer, the money taken from them and deposited in the public chest in the treasury and they sent to jail for trial at November Court. The said Antonio Lorego the cheaf perpretrator says he murdered his mother and brother about nine months since. Not a particle of dought remains but law and justice will take place and they receive that punishment reserved for such villians

*Names of the Villians and Their
Countrymen*

Antonio Lorego Spaniard
 Nicholas Zauney Greek
 Frances Davamett Frenchman
 Nicholas Jose Monterio Spanish Indian

Contributed by Charles Knowles Bolton.

HENRY HALL'S NOTES
 ON THE BUCKEYE RAVEN

[From the note-book owned by the
 Penobscot Marine Museum.]

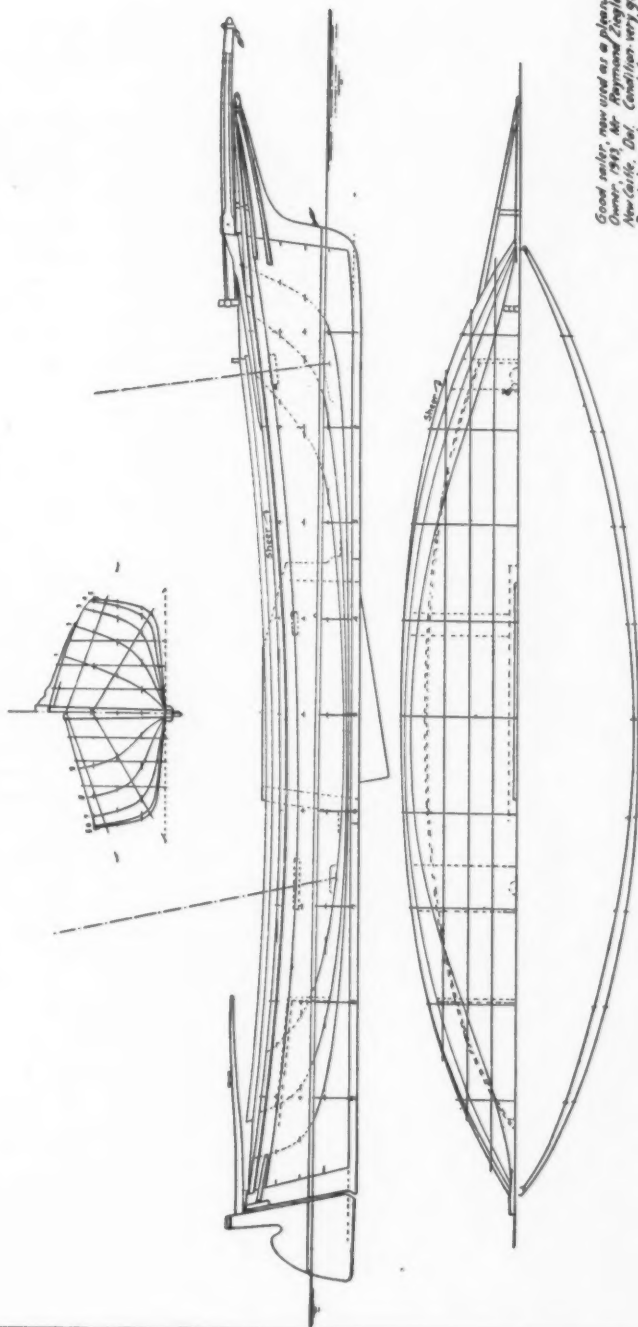
'The buckeye *Raven*, 8 $\frac{37}{100}$ tons, seen at Norfolk. June 14. Pink with a black stripe, and a great deal of sheer. Built up of 9 logs, with two streaks of planking logs amidships, and more at the ends to give the plank sheer. 48' long overall: Widths. At fore end of hatch 11' 2"; at foremast, 7' 8"; at $4\frac{1}{2}$ feet from the stern of the boat 4' 6"; at $11\frac{1}{2}$ feet from the stern, 8' 2". Greatest width 13'. Distances on deck. From stem to foremast 7' 2"; foremast 8"; to house 4"; house, length 6', width aft 5' 4"; height of house 15" aft about 6" forward; from house to hatch 22"; hatches 15' 3" long. to mainmast, 1'; mast 9"; to after hatch 2' 9"; length of after hatch 7'; to stern 4' 6". Main hatch, fore end $6\frac{1}{2}$ feet wide, after end about the same, the sides being rounded out slightly. Deck 17" wide at after end. after hatch; 20" at fore end of that hatch. After hatch 20" one end, the other 4' 10". Crown of the beam 5 inches. Center board begins at forward house and is 12 feet long. Section in main hatch: Depth amidships 3' 10". Beams few. One at each end of main hatch. After hatch boarded down on 3 sides. One beam at forward end of it. Fore boom 24'. Small boom 21'. Bow-sprit about 10'.

20 ft. Log Canoe. Monterey
 as "Lardner", as "Glad"

20 ft. Log Canoe, Monkey
 ex Davidson, ex Glade
 Scale 3/4" = 1'-0"
 Built at Town Point, Dorchester County,
 Maryland, about 1880 by Hamilton Skinner
 Taken off at Cambridge, Md. May 1943
 H.I. Chapelle

Length over rabbets . . . 19' 11 1/2"
 Beam 4' 10"

Three-log canoe: when built had bowpost and straight stem;
 long-head added about 1900. (Highman Island type hull.)



Good sailer, now used as a pleasure boat.
 Owner, 1943, Mr. Raymond Ziegler,
 New Castle, Del. Condition very good.
 Builder ex. Skeneport for 20' board
 engine (power developed to six engines).

Drawing by Howard I. Chapelle. Scale: 1/4" = 1'

Stowed, light weather sails. Apparently
 three strongbacks. Long boom
 about 1937 or 8. Large repair 1942 shows
 new mast and sail for and main boom.
 No shrouds used.

Designs "North E. Lawson" of Cambridge Mass.

Built at Maine, May 1906

As taken off at Cambridge Mass July 20, 1942

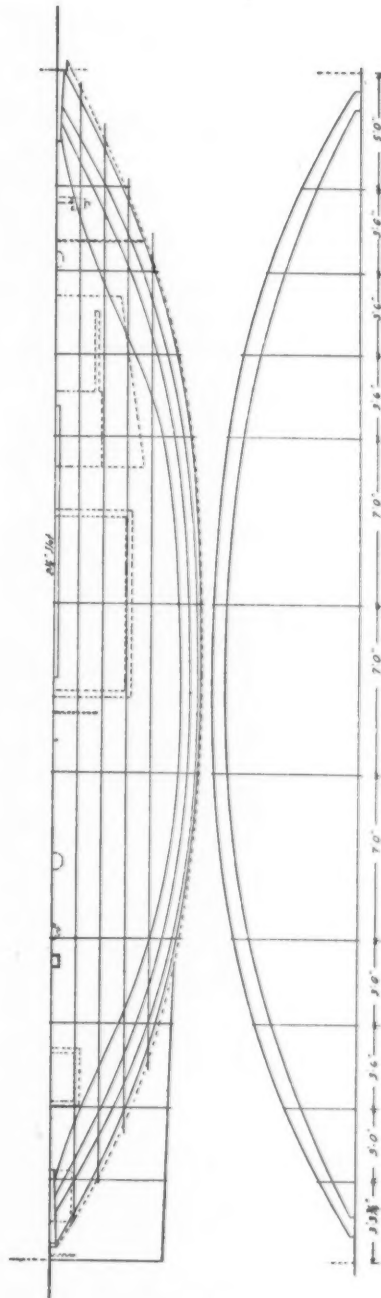
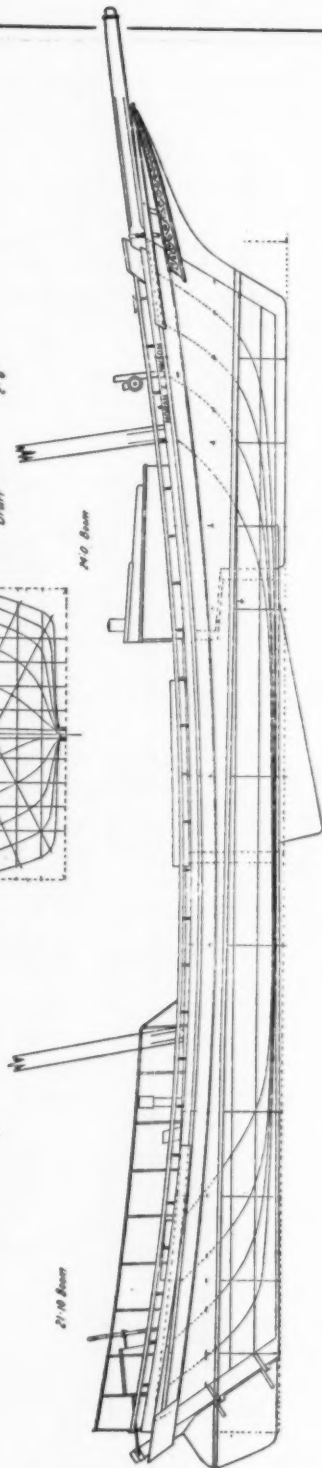
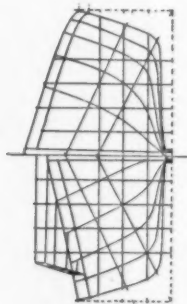
Beam 10' 10"

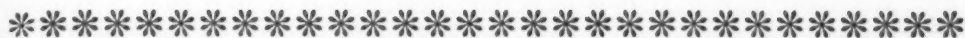
Length bet props 49' 5 1/2"

Drawn

Drawn

Drawn





Queries and Answers

36. SIGNAL BOOKS. The Naval Historical Foundation has recently acquired a copy of the 1805 edition of Lloyd's *Register of Shipping*. This is believed to be the earliest issue of the series in the United States readily available for students. While the entries do not cover the entire merchant fleet of the United States of that period, a very considerable number of American built and owned vessels are listed and briefly described.

54. BEETLE'S BOAT SHOP. The statements by Mr. James Beetle, the New Bedford boat builder, in the *Documents* of the October 1943 issue of the NEPTUNE, III, 350-352, reminded me of something that happened a long time ago. In 1903 I was working in a shipyard at Alameda Point in San Francisco Bay, and one day we were called to help extinguish a fire in Beetle's Boat Shop, a nearby establishment. It was only a small place, but Mr. Beetle gave each boat his personal attention, and his products were very much in demand. I believe he was called 'Jim'. As the name is not a common one, I wonder if there was any connection between the San Francisco and New Bedford boat builders?

H. G. PURCELL

55. ALCOHOL CARGOES. A wide divergence of opinion exists as to what caused the abandonment, in 1872, of the brigantine *Mary Celeste*. It is known that her cargo consisted of 1701 barrels of alcohol, proof 93 35 and specific gravity 0.815. There are many who think that something of disturbing character—perhaps vapor or rumbling sounds issuing from the vessel's hold—frightened the master and crew, causing them to launch the vessel's one boat for the purpose of trailing astern where, in comparative safety, they could await developments. According to the proponents of this theory, a squall arose, filling the few sails that were set: driving the vessel forward with such sudden force as to part the towline, and leaving the occupants of the boat at the mercy of the winds and waves.

It seems probable that during that era when many sailing-vessels were engaged in trans-Atlantic commerce, there were other vessels of the same type as the *Mary Celeste* carrying alcohol to European ports. Some of them may have met with misadventures. Among your readers, there may be some who recall such cases or have data relating thereto. If through your columns they would report such cases, the courtesy would be greatly appreciated.

CHARLES EDEY FAY



News

JUDGE F. W. HOWAY

The Editors regret to announce the death of Judge F. W. Howay at New Westminster, British Columbia, on 4 October 1943 at the age of 76 years. Judge Howay, the outstanding historian of the discovery and exploration of the Northwest Coast, had been a member of the Editorial Advisory Board of the NEPTUNE from its foundation.

THE GREAT LAKES HISTORICAL SOCIETY
Cleveland, Ohio. The Librarian of the Cleveland Public Library, Mr. Clarence S. Metcalf, has sponsored the organization of a group interested in the history, folklore, commerce and development of the Great Lakes in a new association, the Great Lakes Historical Society, which was formally launched on 26 April 1944. The Society's object is to promote the collection and preservation of printed source material and marine objects of historical interest which will preserve the record of the Great Lakes area of both the United States and Canada. Local museums, libraries and historical societies will be encouraged to augment present collections through the activities of the Society's membership. The first major project will be to sponsor the preparation of a bibliography of the Great Lakes material in libraries and historical societies of the area. The Cleveland Public Library hopes to have its holdings listed by fall in a preliminary check list for use by other libraries. It is hoped that a bulletin may be published in the future. Further details may be had on application to the Society, in care of the Cleveland Public Library.

NEW YORK HISTORICAL SOCIETY

New York City. Dr. Eugene H. Pool's extensive Captain James Lawrence Collection has been given to the Society. This collection has already been described in Dr. Pool's book *Don't Give Up the Ship* (Salem: Peabody Museum, 1942), which was reviewed in THE AMERICAN NEPTUNE, III (1943), 90. The Pool collection and the Society's new naval history exhibition, Men and Ships of the American Navy, 1776-1918, have been open to visitors since 1 June 1944.

PEABODY MUSEUM MARINE ASSOCIATES

Salem, Massachusetts. At the 24 January 1944 meeting, held at the Boston Yacht Club, Dr. Harold Bowditch addressed the Associates on the life of Nathaniel Bowditch. At the 24 April meeting, held at the Museum, Lieutenant W. M. Whitehill, U.S.N.R. spoke.

NOTES ON CONTRIBUTORS TO THE AMERICAN NEPTUNE

Herbert R. Spencer is President of the Erie Enamelling Company, Erie, Pennsylvania.

William B. Willcox is assistant professor of history at the University of Michigan.

Harold D. Huycke is a student at the California Maritime Academy, Vallejo, California.

Sidney G. Morse teaches at the Massachusetts Institute of Technology, Cambridge, Massachusetts.

David B. Tyler, Lieutenant, U.S.N.R., is on duty in the Office of Naval Records and Library, Navy Department.

Henry Wyckoff Belknap is a former Secretary of the Essex Institute, Salem, Massachusetts.

Charles Knowles Bolton was for many years Librarian of the Boston Athenaeum.

Book Reviews

HAROLD GATTY, *The Raft Book, Lore of the Sea and Sky* (New York: George Grady Press, 1943). 5½" x 7¾", paper. 152 pages, illustrated, colored plates, folding world chart and star map, folding plate of tables, all in slip case. \$3.25.

Few of us indeed will find ourselves adrift in midocean on a rubber raft or a life-boat, but if we should, next to food and water, let's hope a copy of *The Raft Book* is aboard. With it the chances of reaching shore without waste of time are the best. Even if we are not expecting such a voyage, the book contains much to interest all students of navigation and maritime history.

Basing his work on years of study and experience with the primitive navigation methods of the South Pacific islanders and on his great knowledge of modern air navigation, Mr. Gatty has made a sound contribution to the literature of both navigation and survival. His style is so clear and so concise that as the story of Polynesian navigation unfolds (told not as a documented history but as an explanation of the means of getting ashore) the whole theory of using celestial bodies in position finding becomes as simple as a first reader. Observation of bird distribution and direction of flight, changes of color in sky and sea, cloud and wave formation, all used by primitive navigators are described with suggestions for proper interpretation.

Mr. Gatty has done a great service for the seamen and airmen in preparing this book. It is hoped that when his war duties are completed he will find time to give us the full story of primitive navigation.

HARRY EMERSON WILDES, *Lonely Midas, The Story of Stephen Girard* (New York: Farrar & Rinehart, Inc., 1943). 5½" x 8½", cloth. 372 pages, illustrated. \$3.50.

Stephen Girard was one of America's first merchant princes, one whose vessels like those of his contemporaries, Elias Hasket Derby and John Jacob Astor, carried the flag to any of the world's ports where a dollar might be gained. He was also one of our first bankers, competent and daring enough to underwrite the United States government during one of its darkest hours. At his death practically his whole fortune (even today it would have been considered large and now is counted in high eight figures) was bequeathed to philanthropies which have continued with marked success down to the present. All of this originated in a small cargo, bought largely with borrowed money and shipped out to Haiti from France in 1774. The growth of this minus quantity of capital was to a large degree a story of sea trading with such side issues as marine insurance, commercial banking, and the operation of warehouses, wharves, and other real estate brought in to create what was virtually a horizontal trust embracing all phases of an industry. Such a story would have been fascinating and it could be told because practically all the Girard papers and accounts are intact.

But this biography gives only a brief account of the business activities sandwiched between detailed stories of all the illegitimate children and shotgun marriages in the families of Girard's brothers and sisters, cousins, aunts, and uncles along with key-hole peeps at Girard's own pécadilloes. The few glimpses of the maritime side are marred by emphasis on such things as smuggling and duplicate registry under two flags, both of which were common practises during Girard's early years here. Entirely neglected is the creation of a world-wide commercial credit and market reporting system the like of which probably cannot be equalled by any trading organization today. Untold is the manner by which Girard made certain he got the best vessels in rig and construction that could be built in the United States. The training of his employees from cabin boys to supercargoes gives material on the business methods of maritime Europe, Asia, and America but this is forgotten to give space to trivia.

Since Girard's death at least a half dozen biographies have been published but a definitive work by someone with a thorough background of both maritime and banking histories still remains to be written.

RICHARD S. WEST, JR., *Gideon Wells — Lincoln's Navy Department* (Indianapolis: The Bobbs-Merrill Company, 1943). 6" x 9", cloth, 379 pages, 25 illustrations, end-paper map, references, notes, index, \$3.50.

'Grandfather' Wells, Lincoln's most able cabinet minister, occupied the unenviable position of also being the least understood and most criticised. Of exceptional integrity, singleness of purpose, and industry, Wells did an honest and difficult job to the best of his ability and, despite the almost incessant complaints of those who would pull him down, at the end he had the personal satisfaction of feeling that his best had been more than adequate. If an operation which he had carefully planned was successful, the credit went to another, but if so much as a single blockade runner got through the blockade of Confederate ports, then critics blamed it on Wells' incompetence. Those who had demanded that the blockading fleet be dispersed so that their own particular port might have 'protection' against such menaces as the *Virginia* and *Tennessee* were, of course, the first to whine.

Wells did not bother to answer his critics but committed all to a diary. From this and other voluminous sources Professor West has written an excellent and justly sympathetic biography of one of America's most deserving unsung heroes. The Navy itself was in a transition stage needing a strong hand to guide it; steam and armour plate met with small approval in the eyes of superannuated Commodores brought up in wooden ships. Wells, flaunting tradition, bypassed the hoary hierarchy, appointed leaders from the mentally vigorous, and built up a modern steam iron-clad navy in the end sufficiently impressive to discourage overt foreign sentiment for the Confederate cause. The task was not easy for at the outset the U. S. Navy lost many brilliant officers to the Confederacy, a point seldom made by biased historians. The fact that mistakes were made along the way — the notorious shoal draft monitors which would hardly float, for example — merely prove that the basic course was a wise one, and although some of Wells' mistakes were costly, in actual amount they have been impressively eclipsed by the errors of subsequent administrations.

In writing this biography it is apparent that Professor West was handicapped more by a plethora of material from which to draw than by any lack of it. We do feel, however, that at least the name of Wells' successor should have found its way into the book, for George M. Robinson (after the negligibly brief term of Adolph E. Borie) inherited the difficult job of maintaining a semblance of a navy in a country surfeited by 'war-weariness.'

In commenting on the 1864 sinking by a U. S. Army transport of the C. S. S. *Florida* off Newport News, Virginia (the Confederate raider having been snatched from San Salvador and brought to Hampton Roads by the U. S. S. *Wachusett* in defiance of Brazilian neutrality rules) — the author's phrase 'happy accident' should have been given quotation marks, for the event as far as our diplomatic 'front' was concerned was indeed so 'happy' as to cast reasonable doubt around its accidental quality.

The author writes with good style and the book is well illustrated, in large part by the reproduction of the numerous contemporary derogatory cartoons of Wells taken from *Harper's Weekly*.

EDWARD ROWLAND SILL, *Around the Horn. A Journal: December 10, 1861 to March 25, 1862* (New Haven: Yale University Press, 1944). Cloth, 6" x 9", 79 pages, facsimiles of sketches by the author. Edited with an introduction by Stanley T. Williams and Barbara D. Simison. Yale University Library Miscellanies No. 4. \$2.00.

At the age of twenty the poet Edward Rowland Sill (1841-1886) made the voyage from New York to San Francisco in the ship *Sierra Nevada*. As the editors of this publication aptly observe: 'That he should keep a Journal was axiomatic.' His labors have been preserved in a forty folio page manuscript now in possession of the library of his alma mater and are published in a very handsome little volume for the first time in their entirety, together with, as appendix, a long descriptive letter written on shipboard to a friend back home in New England.

Although an interesting 'gentleman's' account of a 105-day passage from East to West via the Cape, 'Idolaters of Neptune' will be disappointed to find little enough on the ship and the running of it. A fault of similar journals when published (not really chargeable to their authors who were of course writing privately and for their own amusement) is found here: namely that the striking sunset witnessed two weeks before becomes pretty tiresome in retrospect when another, occurring but ten minutes later in the reading, is similarly described. Even so, this makes for better reading than the typical position, course, and speed entries of the professional mariner's log.

Possibly the present editors are at fault for placing more importance than is due upon young Sill's casual and, as such, often charming account by heaping upon it all the impediments of scholarship. Their 17-page introduction contains no less than 94 footnotes and describes in detail Sill's poetic mysticism and sensitive mind in its quest for fulfillment but, beyond a nod toward the *Sierra Nevada* in the form of a footnote reference to Howe and Matthews, and the lubberly statement covering her speed as measured in 'knots *an hour*' [our italics], no attempt was made to set the stage for the *Journal* and the voyage it chronicles in its relation to the maritime and commercial history of its times.

REV. YOUNG J. ALLEN, *A Diary of a Voyage to China, 1859-1860* (Atlanta: The Emory University Library, 1943). 6" x 9", paper. 39 pages. Edited with an introduction by Prof. Arva Colbert Floyd. Emory University Sources & Reprints, Series I.

Less pretentious than the Sill journal previously mentioned, the diary of Young J. Allen (1836-1907), then a 24-year old Methodist minister on his way to Shanghai, is strangely provocative document, which, in its quaint unstudied phraseology, contrives to open momentary vistas of undeniable interest and value. Allen later became a churchman of some stature in the Orient and one can not forebear comparison between his lowly background and that of silver-spooned Edward Rowland Sill.

Not until he had completed the 175-day passage to Hong Kong does Allen bother to record the name of the vessel which was taking him to the other side of the world, an omission which unfortunately his present editor considered of insufficient interest to supply in his introduction. However, the famous *Seaman's Bride* made a record in time elapsed between New York and Shanghai and Captain Wyman earned the heartiest respect and friendship of the diarist. In addition to Allen and his wife and baby, a few other missionaries together with their families were passengers out but apparently Allen was the only one who enjoyed the trip as the rest were seasick practically the entire time. The Diary naively states, 'now and then we hear strange sounds like some one vomiting and verily it is.'

Occasionally Allen's account records an event which one wishes had been developed further. On their way down to the Cape of Good Hope they spoke 'a small pilot boat — had been out 81 days — St. Johns on its way to Australia. There were 13 men & one woman & babe on board.' An interesting and unusual voyage, one would like to know the whole of it.

And again off the China coast: 'steered near to see what it was — a wreck — 7 Chinamen. Their earnest gesticulations and entreaties — are picked up — their joy and gratitude.'

A final quotation from the Diary: 'Tacked ship . . . thus we have to make *what sailors call* old Virginia fences, when they have head winds.' A quaint phrase and one which proves that Salem and Searsport did not have a corner on the market. How many NEPTUNE readers have ever heard of it?

In Commemoration (Matsonews, San Francisco, vol. 5, no. 4, December 1943), 24 pp.

A special issue of the Matson Line house organ dedicated to the founder, William Matson (1849-1917), on the occasion of the launching of the Liberty ship *William Matson* at Richmond, California, 2 August 1943. The history of the line is sketched from the *Emma Claudina*, a schooner operated to Hawaii by Captain Matson in 1882, through the incorporation of the Matson Navigation Company in 1901, to the present war operations.